

Appendix S
Snake River Maps

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20030401 057

FEASIBILITY STUDY DOCUMENTATION

Document Title

Lower Snake River Juvenile Salmon Migration Feasibility Report/Environmental Impact Statement

Appendix A (bound with B)	Anadromous Fish Modeling
Appendix B (bound with A)	Resident Fish
Appendix C	Water Quality
Appendix D	Natural River Drawdown Engineering
Appendix E	Existing Systems and Major System Improvements Engineering
Appendix F (bound with G, H)	Hydrology/Hydraulics and Sedimentation
Appendix G (bound with F, H)	Hydroregulations
Appendix H (bound with F, G)	Fluvial Geomorphology
Appendix I	Economics
Appendix J	Plan Formulation
Appendix K	Real Estate
Appendix L (bound with M)	Lower Snake River Mitigation History and Status
Appendix M (bound with L)	Fish and Wildlife Coordination Act Report
Appendix N (bound with O, P)	Cultural Resources
Appendix O (bound with N, P)	Public Outreach Program
Appendix P (bound with N, O)	Air Quality
Appendix Q (bound with R, T)	Tribal Consultation and Coordination
Appendix R (bound with Q, T)	Historical Perspectives
Appendix S*	Snake River Maps
Appendix T (bound with R, Q)	Clean Water Act, Section 404(b)(1) Evaluation
Appendix U	Response to Public Comments

*Appendix S, Lower Snake River Maps, is bound separately (out of order) to accommodate a special 11 x 17 format.

The documents listed above, as well as supporting technical reports and other study information, are available on our website at <http://www.nww.usace.army.mil/lsr>. Copies of these documents are also available for public review at various city, county, and regional libraries.

AQM03-06-1234

STUDY OVERVIEW

Purpose and Need

Between 1991 and 1997, due to declines in abundance, the National Marine Fisheries Service (NMFS) made the following listings of Snake River salmon or steelhead under the Endangered Species Act (ESA) as amended:

- sockeye salmon (listed as endangered in 1991)
- spring/summer chinook salmon (listed as threatened in 1992)
- fall chinook salmon (listed as threatened in 1992)
- steelhead (listed as threatened in 1997).

In 1995, NMFS issued a Biological Opinion on operations of the Federal Columbia River Power System (FCRPS). Additional opinions were issued in 1998 and 2000. The Biological Opinions established measures to halt and reverse the declines of ESA-listed species. This created the need to evaluate the feasibility, design, and engineering work for these measures.

The Corps implemented a study (after NMFS' Biological Opinion in 1995) of alternatives associated with lower Snake River dams and reservoirs. This study was named the Lower Snake River Juvenile Salmon Migration Feasibility Study (Feasibility Study). The specific purpose and need of the Feasibility Study is to evaluate and screen structural alternatives that may increase survival of juvenile anadromous fish through the Lower Snake River Project (which includes the four lowermost dams operated by the Corps on the Snake River—Ice Harbor, Lower Monumental, Little Goose, and Lower Granite Dams) and assist in their recovery.

Development of Alternatives

The Corps' response to the 1995 Biological Opinion and, ultimately, this Feasibility Study, evolved from a System Configuration Study (SCS) initiated in 1991. The SCS was undertaken to evaluate the technical, environmental, and economic effects of potential modifications to the configuration of Federal dams and reservoirs on the Snake and Columbia Rivers to improve survival rates for anadromous salmonids.

The SCS was conducted in two phases. Phase I was completed in June 1995. This phase was a reconnaissance-level assessment of multiple concepts including drawdown, upstream collection, additional reservoir storage, migratory canal, and other alternatives for improving conditions for anadromous salmonid migration.

The Corps completed a Phase II interim report on the Feasibility Study in December 1996. The report evaluated the feasibility of drawdown to natural river levels, spillway crest, and other improvements to existing fish passage facilities.

Based in part on a screening of actions conducted for the Phase I report and the Phase II interim report, the study now focuses on four courses of action:

- Existing Conditions
- Maximum Transport of Juvenile Salmon

- Major System Improvements
- Dam Breaching.

The results of these evaluations are presented in the combined Feasibility Report (FR) and Environmental Impact Statement (EIS). The FR/EIS provides the support for recommendations that will be made regarding decisions on future actions on the Lower Snake River Project for passage of juvenile salmonids. This appendix is a part of the FR/EIS.

Geographic Scope

The geographic area covered by the FR/EIS generally encompasses the 140-mile long lower Snake River reach between Lewiston, Idaho and the Tri-Cities in Washington. The study area does slightly vary by resource area in the FR/EIS because the affected resources have widely varying spatial characteristics throughout the lower Snake River system. For example, socioeconomic effects of a permanent drawdown could be felt throughout the whole Columbia River Basin region with the most effects taking place in the counties of southwest Washington. In contrast, effects on vegetation along the reservoirs would be confined to much smaller areas.

Identification of Alternatives

Since 1995, numerous alternatives have been identified and evaluated. Over time, the alternatives have been assigned numbers and letters that serve as unique identifiers. However, different study groups have sometimes used slightly different numbering or lettering schemes and this has led to some confusion when viewing all the work products prepared during this long period. The primary alternatives that are carried forward in the FR/EIS currently involve the following four major courses of action:

Alternative Name	PATH ^{1/} Number	Corps Number	FR/EIS Number
Existing Conditions	A-1	A-1	1
Maximum Transport of Juvenile Salmon	A-2	A-2a	2
Major System Improvements	A-2'	A-2d	3
Dam Breaching	A-3	A-3a	4

^{1/} Plan for Analyzing and Testing Hypotheses

Summary of Alternatives

The **Existing Conditions Alternative** consists of continuing the fish passage facilities and project operations that were in place or under development at the time this Feasibility Study was initiated. The existing programs and plans underway would continue unless modified through future actions. Project operations include fish hatcheries and Habitat Management Units (HMUs) under the Lower Snake River Fish and Wildlife Compensation Plan (Comp Plan), recreation facilities, power generation, navigation, and irrigation. Adult and juvenile fish passage facilities would continue to operate.

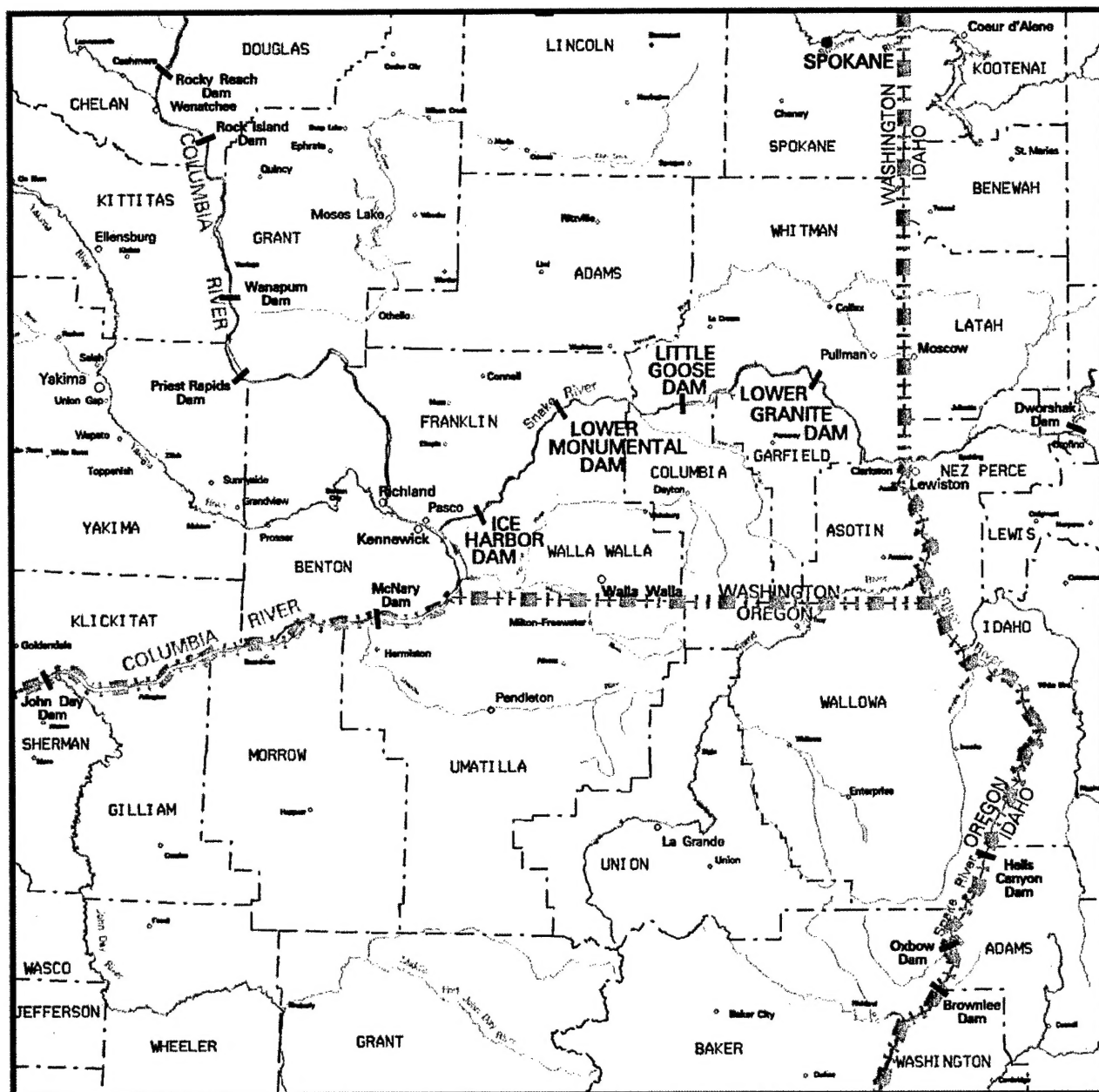
The **Maximum Transport of Juvenile Salmon Alternative** would include all of the existing or planned structural and operational configurations from the Existing Conditions Alternative. However, this alternative assumes that the juvenile fishway systems would be operated to maximize fish transport from Lower Granite, Little Goose, and Lower Monumental and that voluntary spill would not be used to bypass fish through the spillways (except at Ice Harbor). To accommodate this maximization of transport, some measures would be taken to upgrade and improve fish handling facilities.

The **Major System Improvements Alternative** would provide additional improvements to what is considered under the Existing Conditions Alternative. These improvements would be focused on using surface bypass facilities such as surface bypass collectors (SBCs) and removable spillway weirs (RSWs) in conjunction with extended submerged bar screens (ESBSs) and a behavioral guidance structure (BGS). The intent of these facilities would be to provide more effective diversion of juvenile fish away from the turbines. Under this alternative, an adaptive migration strategy would allow flexibility for either in-river migration or collection and transport of juvenile fish downstream in barges and trucks.

The **Dam Breaching Alternative** has been referred to as the "Drawdown Alternative" in many of the study groups since late 1996 and the resulting FR/EIS reports. These two terms essentially refer to the same set of actions. Because the term drawdown can refer to many types of drawdown, the term dam breaching was created to describe the action behind the alternative. The Dam Breaching Alternative would involve significant structural modifications at the four lower Snake River dams, allowing the reservoirs to be drained and resulting in a free-flowing yet controlled river. Dam breaching would involve removing the earthen embankment sections of the four dams and then developing a channel around the powerhouses, spillways, and navigation locks. With dam breaching, the navigation locks would no longer be operational and navigation for large commercial vessels would be eliminated. Some recreation facilities would close while others would be modified and new facilities could be built in the future. The operation and maintenance of fish hatcheries and HMUs would also change, although the extent of change would probably be small and is not known at this time.

Authority

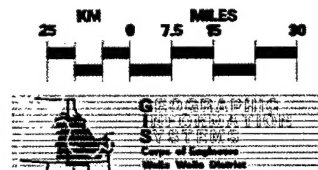
The four Corps dams of the lower Snake River were constructed and are operated and maintained under laws that may be grouped into three categories: 1) laws initially authorizing construction of the project, 2) laws specific to the project passed subsequent to construction, and 3) laws that generally apply to all Corps reservoirs.



BOUNDARIES

State

County



**125,000
ACRES**



1 : 1,900,000

LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

REGIONAL BASE MAP

REPORT DOCUMENTATION PAGE

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13. ABSTRACT (Maximum 200 words) This Final Feasibility Report/Environmental Impact Statement (RE/EIS) and its 21 appendices document the results of a comprehensive analysis of the four dams on the lower Snake River (collectively called the Lower Snake River Project) and their effects on four lower Snake River salmon and steelhead stocks listed for protection under the Endangered Species Act (ESA). The U.S. Army Corps of Engineers (Corps), along with Bonneville Power Agency (BPA), U. S. Environmental Protection Agency (EPA), and U. S. Bureau of Reclamation (BOR) as cooperating agencies, analyzed four alternatives to evaluate the best way to improve juvenile salmon migration through Lower Snake River Project. The Final FR/EIS includes the best available information on the biological effectiveness, engineering components, costs, economic effects, and other environmental effects associated with the four alternatives: Alternative 1-Existing Conditions, Alternative 2-Maximum Transport of Juvenile Salmon, Alternative 3-Major System Improvements (Adaptive Migration), and Alternative 4-Dam Breaching. In the Final FR/EIS, the Corps identifies Alternative 3-Major System Improvements (Adaptive Migration) as the recommended plan (preferred alternative) and explains the process for selecting that alternative.			
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**US Army Corps
of Engineers®**

Walla Walla District

Final
Lower Snake River Juvenile Salmon
Migration Feasibility Report/
Environmental Impact Statement

Appendix S
Snake River Maps

Produced by
U.S. Army Corps of Engineers
Walla Walla District

February 2002

FOREWORD

Appendix S was prepared by the U.S. Army Corps of Engineers (Corps), Walla Walla District. This appendix is one part of the overall effort of the Corps to prepare the Lower Snake River Juvenile Salmon Migration Feasibility Report/Environmental Impact Statement (FR/EIS).

The Corps has reached out to regional stakeholders (Federal agencies, tribes, states, local governmental entities, organizations, and individuals) during the development of the FR/EIS and appendices. This effort resulted in many of these regional stakeholders providing input and comments, and even drafting work products or portions of these documents. This regional input provided the Corps with an insight and perspective not found in previous processes. A great deal of this information was subsequently included in the FR/EIS and appendices; therefore, not all of the opinions and/or findings herein may reflect the official policy or position of the Corps.

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ACRONYMS AND ABBREVIATIONS

3-D	three dimensional
dpi	dots per inch
GIS	geographic information system
LSRP	Lower Snake River Project
NGVD29	National Geodetic Vertical Datum 1929
RM	River Mile
USE	U.S. Engineer

1. Introduction

This appendix is intended to share maps and aerial photo displays of the Lower Snake River Project (LSRP). These presentations give the reader insight into the LSRP prior to dam construction (before 1961) and after dam construction (after 1975).

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2. Mapping Products

2.1 1934 Survey Drawings

Documented surveys with depth-soundings on the LSRP were first conducted in the late 1800s. Only two depth-sounding surveys cover the entire LSRP and these were completed in 1917 and 1934. The 1934 survey was chosen for this appendix because it contains much more detail. Since 1934, depth-sounding surveys were conducted only on selected areas within the LSRP. The figures in this appendix are from the original linen drawings.

2.1.1 Type of Data

The survey drawings are a collection of 155 sheets covering 176 river miles, beginning at the mouth of the Snake River (River Mile 0.0) and were originally drawn at the scale of 1:2,000.

The 1934 drawings include the following information:

- topographic contours (5 foot)
- shoreline
- ground descriptions (grass, sand, cultivated)
- sounding depths
- depth contours (6 and 9 foot)
- proposed navigation channel centerline
- northing/easting and longitude/latitude tick marks
- U.S. Engineer (U.S.E.) bench marks
- river miles (not the same as reservoir river miles)
- roads and railroads
- substrate information
- islands
- low water elevation marks
- buildings
- rapids (average and maximum velocity)
- spot elevations
- monument stations

2.1.2 Original Purpose

The drawings are taken from a larger report entitled *Review Report, Snake River, Washington-Idaho, Mouth to Oregon-Washington Line*, dated June 10, 1935, by the U.S. Engineer Office, Portland, Oregon. Sounding data was taken to determine a proposed navigation channel, document the topography, and site locations of rapids.

2.1.3 Survey Components

The method of survey is not known because the associated report or other documentation was not found with the drawings. The original maps were prepared on linen media. Notes on the drawings identify the following creation specifics:

- Elevations are referred to as National Geodetic Vertical Datum 1929 (NGVD29) (U.S.C and G.S. Datum 1929 adjustment).
- Soundings are in feet and tenths and show depths at adopted low water plane (based on 0.0 at U.S. Weather Bureau gage at Riparia, El 512.05 NGVD29).
- Figures in parentheses indicate height in feet above low water (for example, 1.7).

- Contour interval is 5 feet.
- Distance in miles from mouth of river is measured on the centerline of the proposed channel.

2.1.4 Electronic Conversions and Processing

In 1998 the Walla Walla District converted the 1934 drawings to 3-D geographic information system (GIS) files. At the same time the approximately 126,000 sounding points (depth of river) were also converted into 3-D GIS files with horizontal and vertical values. The drawings were scanned at 200 dots per inch (dpi). Longitude and latitude tick mark information was taken from the drawings, inputted into files, and labeled. During data verification of the longitude and latitude tick mark locations, the tick marks were found not to match current coordinate systems, so drawings do not correctly overlay current topographic data. Images were geographically referenced into position using the longitude and latitude locations from the drawings. The raster line work was then converted into 3-D vector data with each reservoir reach as the upper and lower boundary for that section of the river.

2.2 Aerial Photography

2.2.1 1956 to 1962

Aerial photography flown between 1956 and 1962 was stereoplotted to develop topographic mapping. The topographic mapping was used to geographically reference the 1958 aerial photography that represents the pre-project condition for the LSRP. See Table 2.1 for aerial flight details.

2.2.2 1958, 1991, and 1992

Aerial photography was flown in 1958, 1991, and 1992 for the purpose of recording what the river looked like during that time period. The 1958 aerial flight documents the appearance of the lower Snake River prior to dam construction. The 1991 and 1992 flights provide information used in managing recreation areas and wildlife habitat units within the boundaries of the LSRP. See Table 2.1 for aerial flight details.

Table 2-1. Aerial Flight Information

Description	Roll Number	Date Flown	Scale	% Overlap	Control
1956 Snake River					
Snake River Mouth to Riparia	W56-52V	14 Sep	1:20,700	60	Yes
1957 Snake River					
Lake Herbert G. West	W57-70V	10 Sep	1:9,600	60	Yes
Lake Herbert G. West	W57-71V	12 Oct	1:9,600	60	Yes
1958 Snake River					
Low Water — RM 10 to Johnson Bar	W58-74V	28 Aug	1:10,000	Minimum	No
Low Water — RM 10 to Johnson Bar	W58-75V	28 Aug	1:10,000	Minimum	No
1959 Snake River					
Lake Bryan	W59-93V	2 Nov	1:9,600	60	Yes
Lake Bryan	W59-94V	6 Nov	1:9,600	60	Yes
Lake Bryan	W59-95V	14 Nov	1:20,000	60	Yes
Lake Bryan	W59-95V	30 Nov	1:20,000	60	Yes
1960 Snake River					
Lower Granite Lake—Low Altitude	W60-8	1 Dec	1:9,600	60	Yes
Lower Granite Lake—Low Altitude	W60-9	13 Dec	1:9,600	60	Yes
1991 Snake River					
RM 0.0 to Lower Monumental Dam	W91-03	30 Aug	1:24,000	60	Yes
1992 Snake River					
Lower Monumental Dam to Asotin	W92-12	19 Apr	1:24,000	60	Yes

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3. Map Presentations

3.1 Survey Drawing Displays

The 1934 mapping found in Annex A is a subset of the entire mapping collection. Only 131 sheets were selected to represent the LSRP, starting at the mouth of the Snake River to a point above Asotin, WA. An index map in the front of the collection helps the reader select sheets of interest.

3.2 Pre- and Post-Dam Comparison Displays

A total of 22 pre- and post-dam comparison displays have been compiled and are found in Annex B. Each display is of a particular geographic location on the lower Snake River. Aerial photography from 1958, 1991, and 1992 are compared showing pre- and post-dam shorelines along with post-dam shoreline superimposed on the 1958 photo. In addition, up to three oblique photos, taken between 1958 and 1960, are presented with a relationship to the 1958 aerial photo. For those locations where fewer than three photos are available, there is a blank area on the sheet. There are six displays from the river and reservoir between Ice Harbor and Lower Monumental Dams, seven displays between Lower Monumental and Little Goose Dams, eight displays between Little Goose and Lower Granite Dams, and one display from Lower Granite Dam to Clarkston.

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Annex A

**1934 SURVEY DRAWINGS:
SHEET NUMBERS 1 THROUGH 131 AND OVERVIEW SHEET**

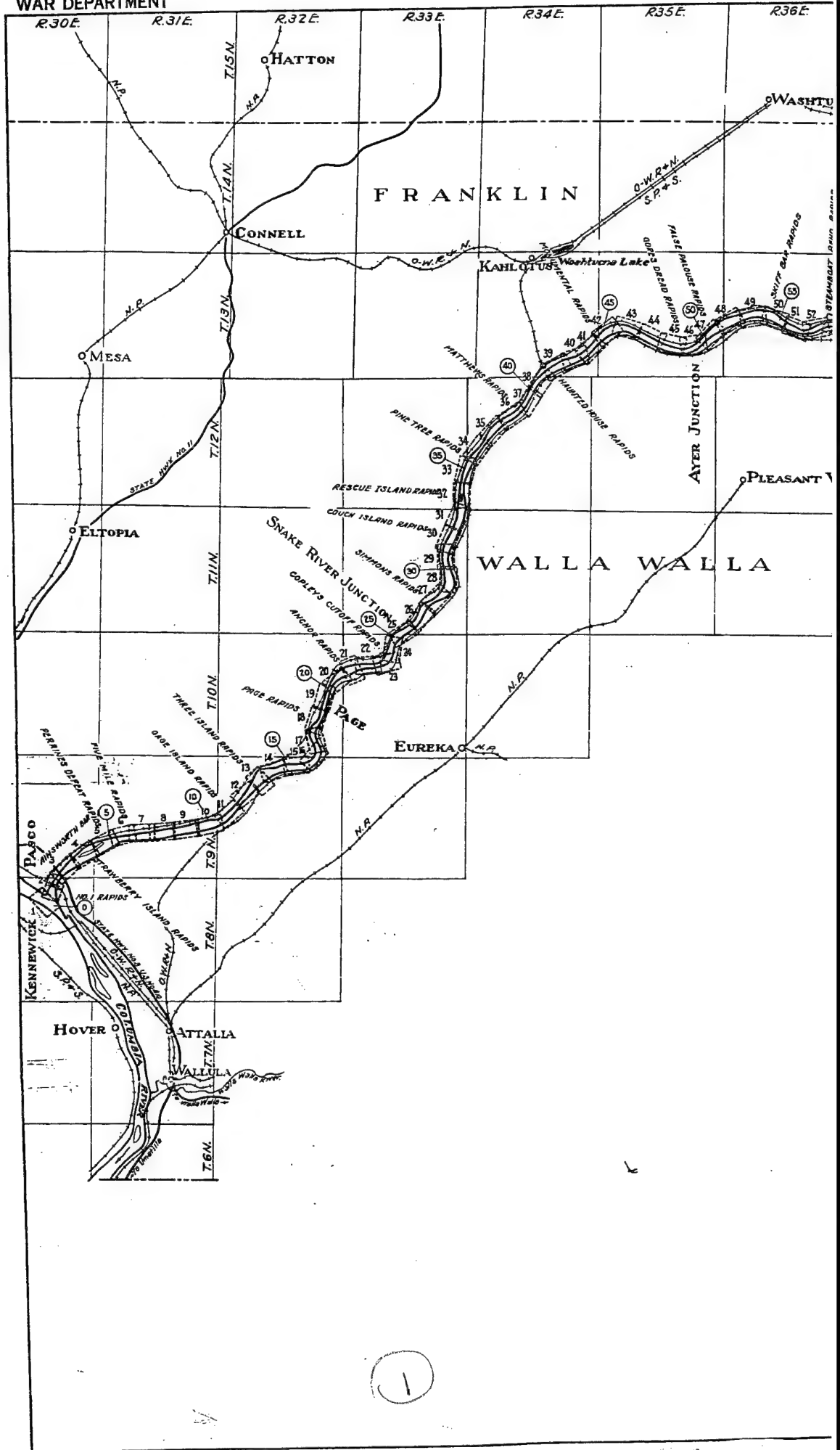
PROJECT	SHEET NUMBER	PLATE DISCRIPTION
Lower Snake River	SN-1-12/0	Index Map
McNary	SN-1-12/1	Confluence of Snake and Columbia Rivers / Rapid No. 1
	SN-1-12/2	Sacagawea Park
	SN-1-12/3	Ainsworth Bar
	SN-1-12/4	Strawberry Island / Strawberry Island Rapids
	SN-1-12/5	Perrines Defeat Rapids / Potato Patch Shoal
	SN-1-12/6	Five Mile Rapids
	SN-1-12/7	
	SN-1-12/8	Tiger Head Crossing
	SN-1-12/9	Goose Island / Tiger Head Point
Ice Harbor	SN-1-12/10	Ice Harbor
	SN-1-12/11	Gauge Island Rapids / Hard Rock Point
	SN-1-12/12	Levey Rapids
	SN-1-12/13	Three Island Rapids
	SN-1-12/14	
	SN-1-12/15	
	SN-1-12/16	Fish Hook Rapids
	SN-1-12/17	
	SN-1-12/18	Page Rapids / Hammer Island
	SN-1-12/19	Page
	SN-1-12/20	Anchor Canyon
	SN-1-12/21	Anchor Rapids
	SN-1-12/22	
	SN-1-12/23	Copley's Cutoff Rapids
	SN-1-12/24	
	SN-1-12/25	Snake River Junction
	SN-1-12/26	
	SN-1-12/27	Simmons Rapids / Sheffler
	SN-1-12/28	Ford Island
	SN-1-12/29	Walker
	SN-1-12/30	Couch Island Rapids
	SN-1-12/31	Long Crossing Bar
	SN-1-12/32	Rescue Island Rapids
	SN-1-12/33	
	SN-1-12/34	Pine Tree Rapids / Scott / Burr Canyon
	SN-1-12/35	Sturgeon Bay
Ice Harbor (cont.)	SN-1-12/36	Matthews Rapids / Windust
	SN-1-12/37	Matthews
Lower Monumental	SN-1-12/38	
	SN-1-12/39	Haunted House Rapids
	SN-1-12/40	Ruxby
	SN-1-12/41	
	SN-1-12/42	Monumental Rapids / Magallon
	SN-1-12/43	Three Springs Shoal
	SN-1-12/44	

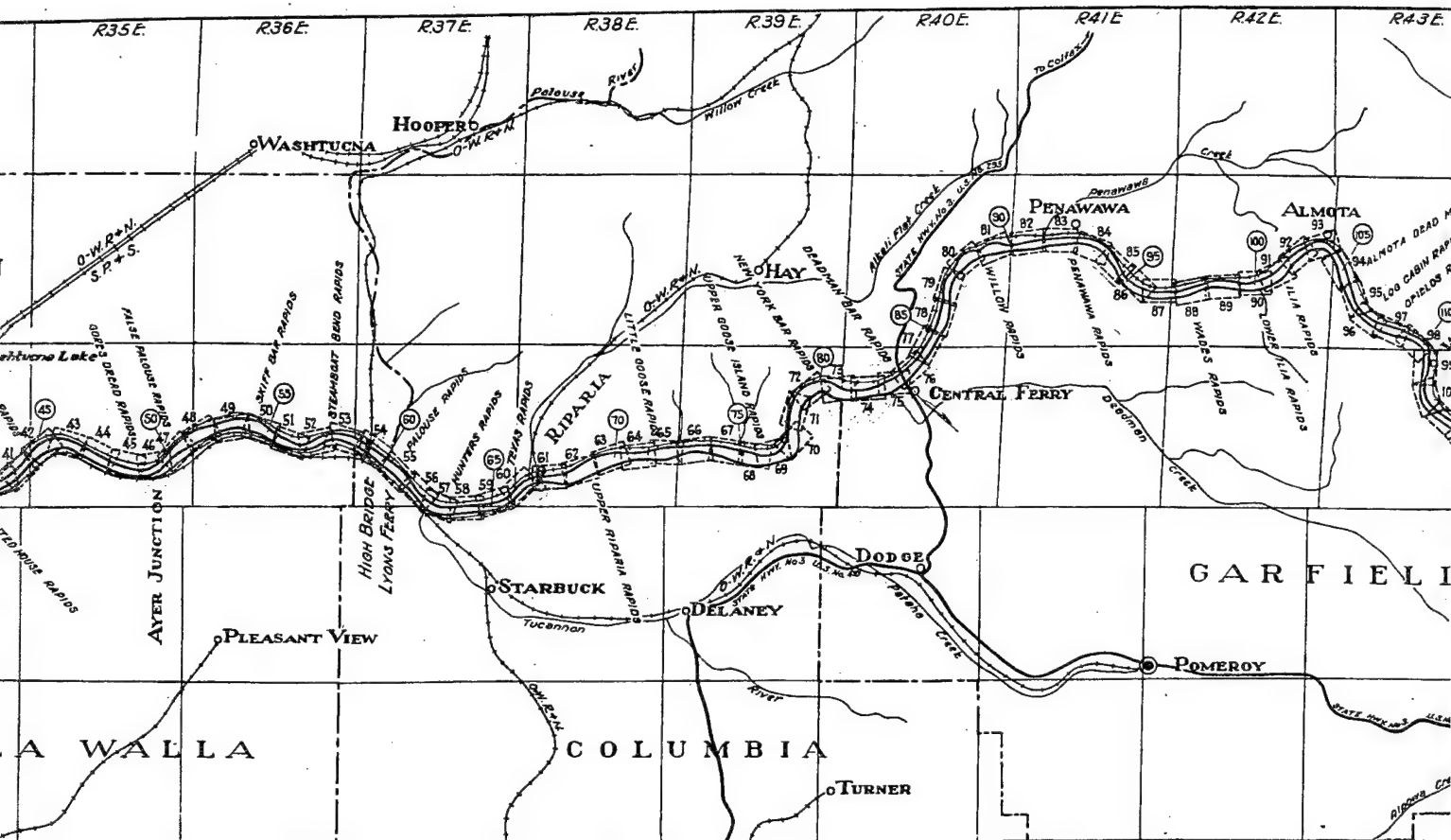
PROJECT	SHEET NUMBER	PLATE DISCRPTION
	SN-1-12/45	
	SN-1-12/46	Gore's Dread Rapids / Ayer Junction
	SN-1-12/47	False Palouse Rapids
	SN-1-12/48	Rifton
	SN-1-12/49	
	SN-1-12/50	Skiff Bar Rapids
	SN-1-12/51	
	SN-1-12/52	
	SN-1-12/53	Steamboat Bend Rapids / Perry
	SN-1-12/54	Confluence of Palouse and Snake Rivers / Lyon's Ferry
	SN-1-12/55	Palouse Rapids
	SN-1-12/56	Confluence of Tucannon and Snake Rivers
	SN-1-12/57	Hunter's Rapids / Tucannon
	SN-1-12/58	
	SN-1-12/59	Texas Rapids
	SN-1-12/60	
	SN-1-12/61	Riparia
	SN-1-12/62	Upper Riparia Rapids / McGuire's Rapids
Little Goose	SN-1-12/63	
	SN-1-12/64	
	SN-1-12/65	Little Goose Rapids / Little Goose Island / Flagpole
	SN-1-12/66	
	SN-1-12/67	
	SN-1-12/68	Upper Goose Island Rapids
	SN-1-12/69	Ridpath
	SN-1-12/70	Dry Gulch
	SN-1-12/71	
Little Goose (cont.)	SN-1-12/72	New York Bar Rapids
	SN-1-12/73	Diamond Crossing
	SN-1-12/74	Diamond Crossing Rapids / Central Ferry
	SN-1-12/75	Deadman Bar Rapids / Central Ferry Bridge
	SN-1-12/76	
	SN-1-12/77	
	SN-1-12/78	Purrington
	SN-1-12/79	
	SN-1-12/80	Willow Rapids / Willow Island
	SN-1-12/81	
	SN-1-12/82	
	SN-1-12/83	Penawawa Rapids / Penawawa
	SN-1-12/84	
	SN-1-12/85	Rice's Bar Rapids
	SN-1-12/86	
	SN-1-12/87	Swift
	SN-1-12/88	Wade's Rapids / Atwoods Island
	SN-1-12/89	
	SN-1-12/90	Lower Illia Rapids
	SN-1-12/91	Illia Rapids / Pine Tree Island / Illia

PROJECT	SHEET NUMBER	PLATE DISCRIPTION
	SN-1-12/92	
	SN-1-12/93	Almota Rapids / Almota
	SN-1-12/94	Almota Dead March Rapids
	SN-1-12/95	
Lower Granite	SN-1-12/96	Log Cabin Rapids / Crampton
	SN-1-12/97	Offields Rapids / Log Cabin Island / Offields Bar
	SN-1-12/98	Interior
	SN-1-12/99	Wawawai
	SN-1-12/100	Crum
	SN-1-12/101	
	SN-1-12/102	Granite Point Rapids / Granite Point
	SN-1-12/103	King Ranch
	SN-1-12/104	Truax Rapids
	SN-1-12/105	Bishop
	SN-1-12/106	Kelley's Island Rapids / Kelly Ranch
	SN-1-12/107	Upper Kelley's Rapids
	SN-1-12/108	
	SN-1-12/109	Indian / Judkins Grain Warehouse
Lower Granite (cont.)	SN-1-12/110	Tramway Rapids
	SN-1-12/111	
	SN-1-12/112	Little Pine Tree Rapids
	SN-1-12/113	
	SN-1-12/114	Steptoe Rapids
	SN-1-12/115	Alpowa Rapids
	SN-1-12/116	Alpowa
	SN-1-12/117	
	SN-1-12/118	
	SN-1-12/119	Wilma
	SN-1-12/120	Dry Gulch Rapids
	SN-1-12/121	Dead March Rapids / Dry Gulch Island
	SN-1-12/122	
	SN-1-12/123	Clarkston Rapids
	SN-1-12/124	Confluence of Clearwater and Snake Rivers / Lewiston Rapids / Lewiston / Clarkston
	SN-1-12/125	Clarkston Beach
	SN-1-12/126	Slaughter House Rapids
	SN-1-12/127	Lower Swallow's Nest Rapids or Pesthouse Rapids
	SN-1-12/128	Upper Swallow's Nest Rapids / Lower Asotin
	SN-1-12/129	Upper Asotin Rapids
	SN-1-12/130	Asotin
	SN-1-12/131	

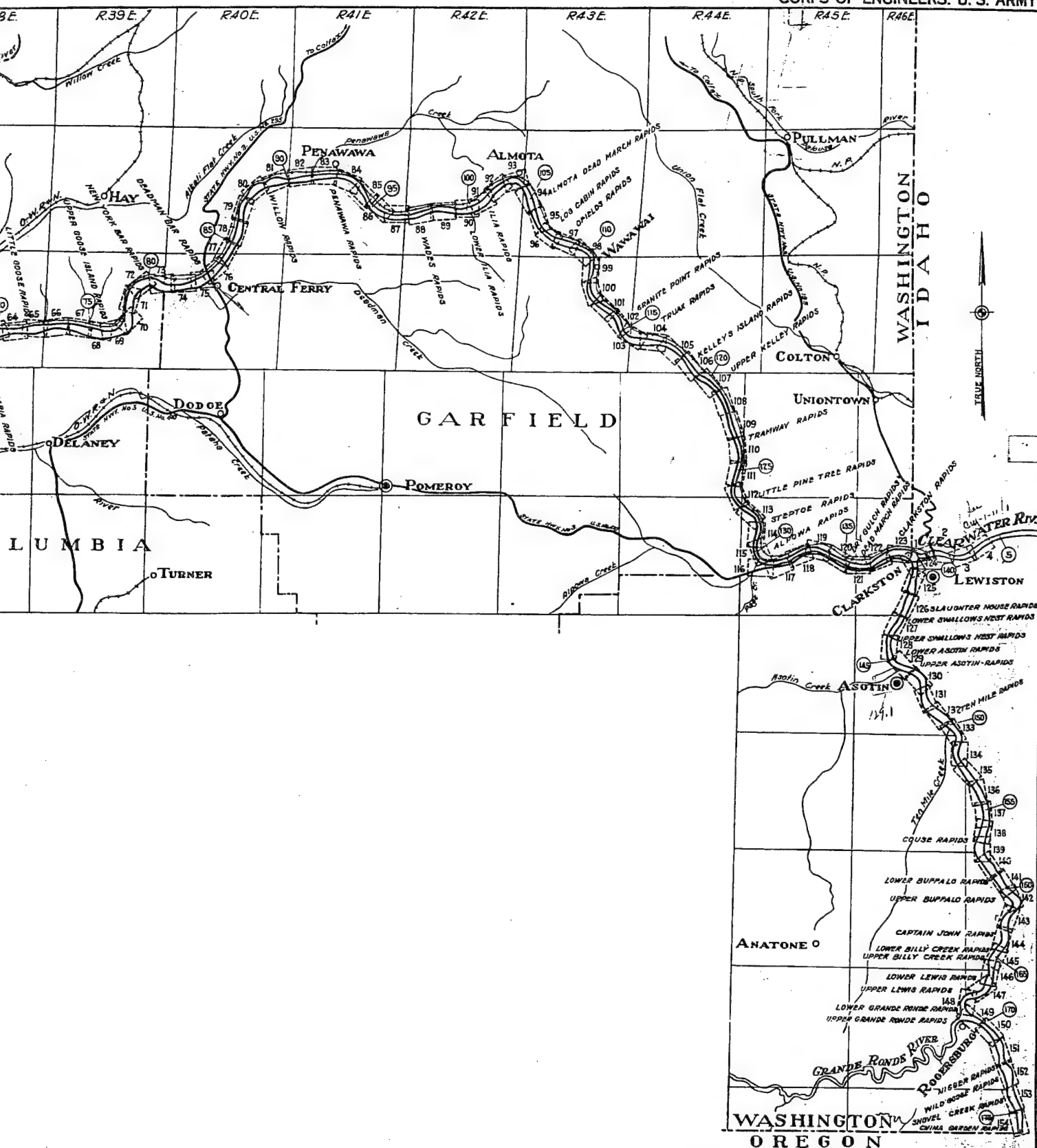
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WAR DEPARTMENT





2



Snake River, Washington - Idaho Mouth to Oregon - Washington Line INDEX MAP

Scale in Miles

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr

W. Williams

Associate Engineer

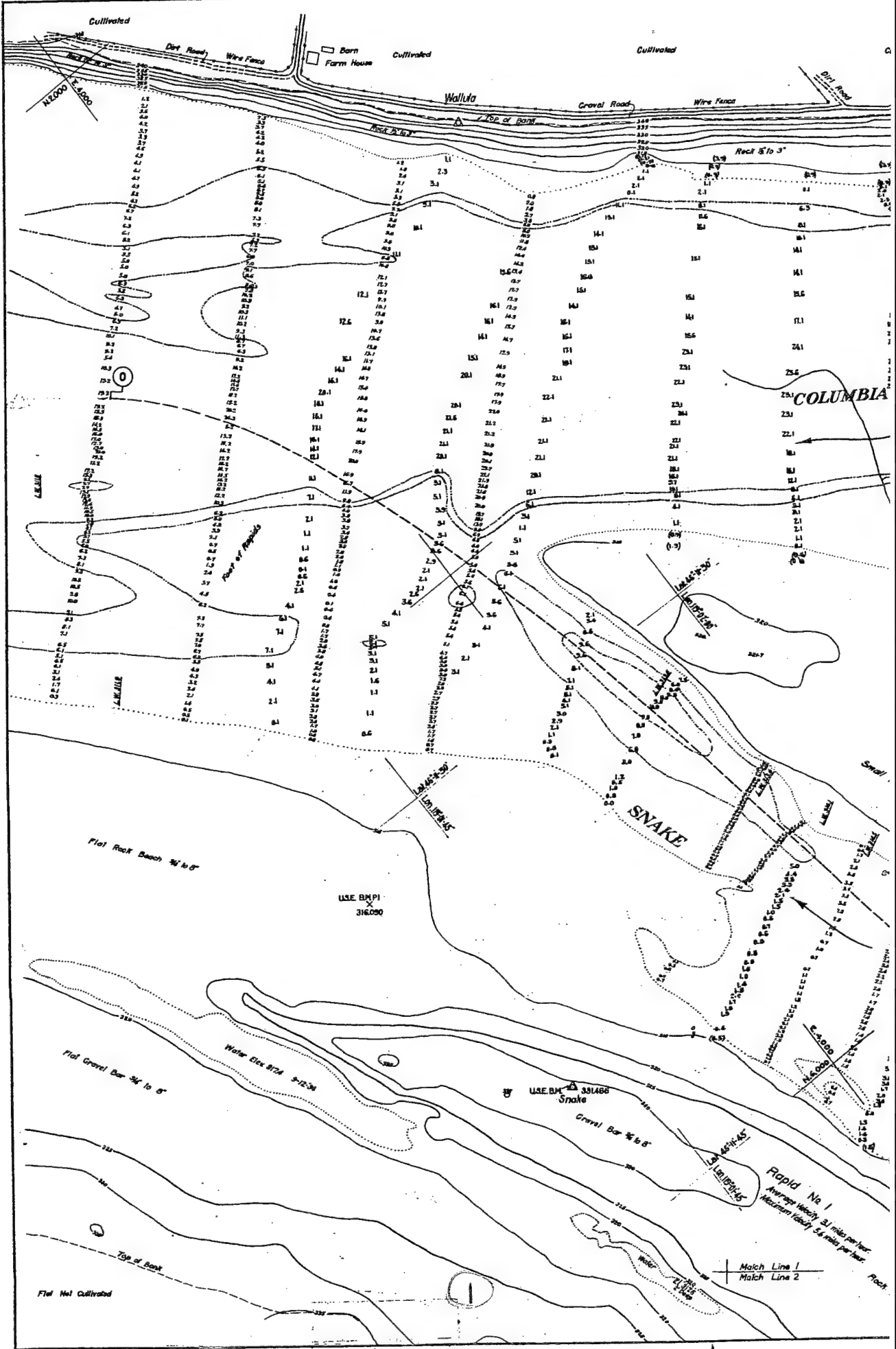
Major, Corps of Engineers

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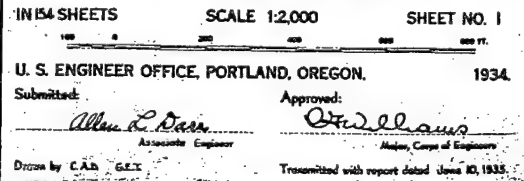
Transmitted with report dated June 10, 1935

SN-1-4/1
H-5-1

SN-1-12/0







This topographic map depicts the Snake River region, including SACAGWEA PARK and the SNAKE RIVER. The map features contour lines indicating elevation, with labels such as 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000. The map also shows various geological features, including Sand Beach, Rock Bar, Rolling, and Sand, Rock & Trees. A grid system is overlaid on the map, with letters A through Z along the top and numbers 1 through 10 along the left side. A north arrow is located in the top right corner. The map is titled 'SACAGWEA PARK' and 'SNAKE RIVER'.



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND 1
 LOW WATER PLANE: 10.0 ON U.S. WEATHER
 EL. 512.93 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: ---
 6 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN
 DISTANCE IN MILES FROM MOUTH OF RIVER SEE
 PROPOSED CHANNEL SHOWN THUS: (1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAUGE AT RIPARIA, EL. 512.85 M.S.L. I

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1000 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

6 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1)

H-8-2/2

Snake River, Washington - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 2

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

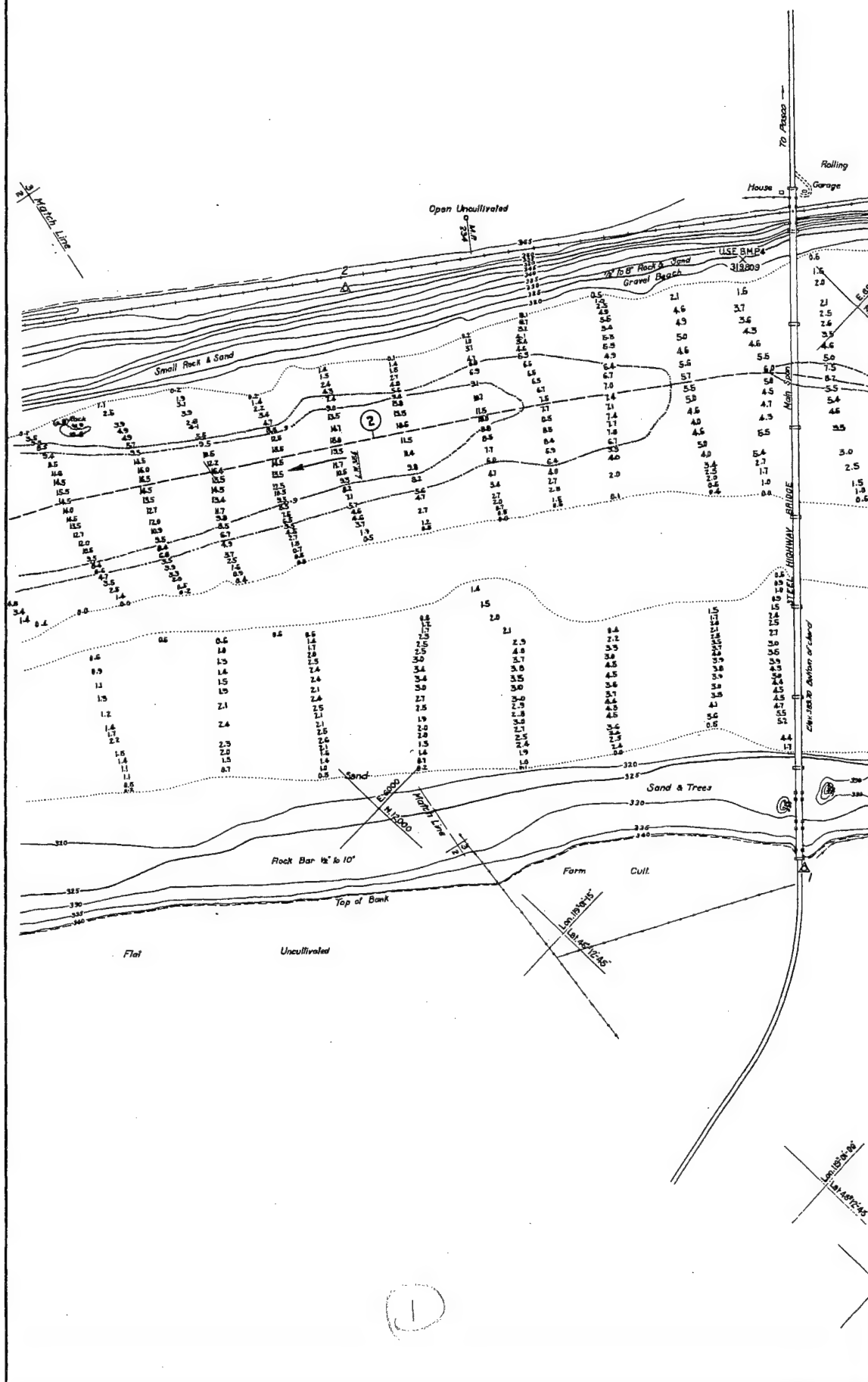
Wm. L. Barr
Associate Engineer

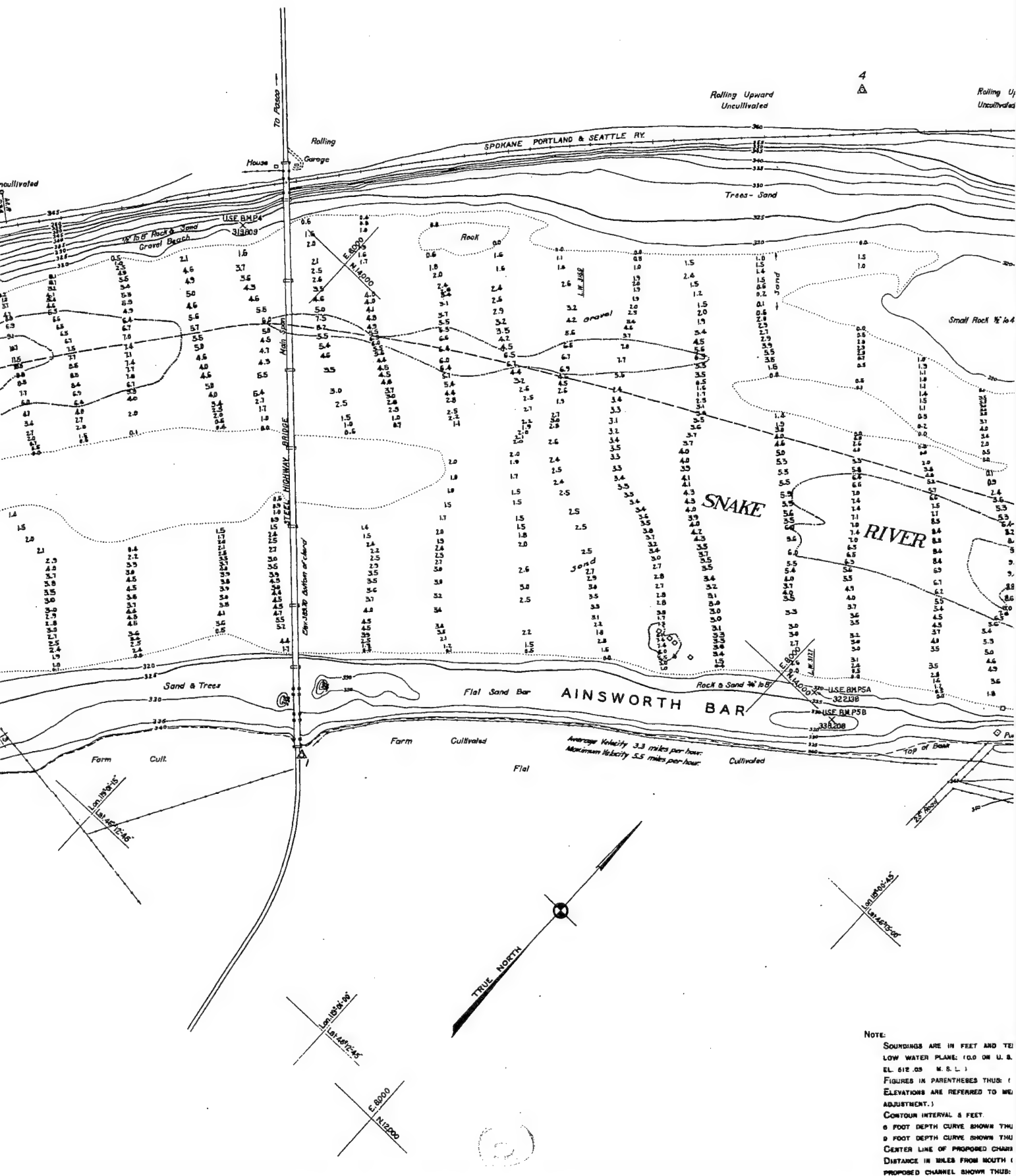
W. L. Barr
Major, Corps of Engineers

Drawn by C.A.D. S.E.T.

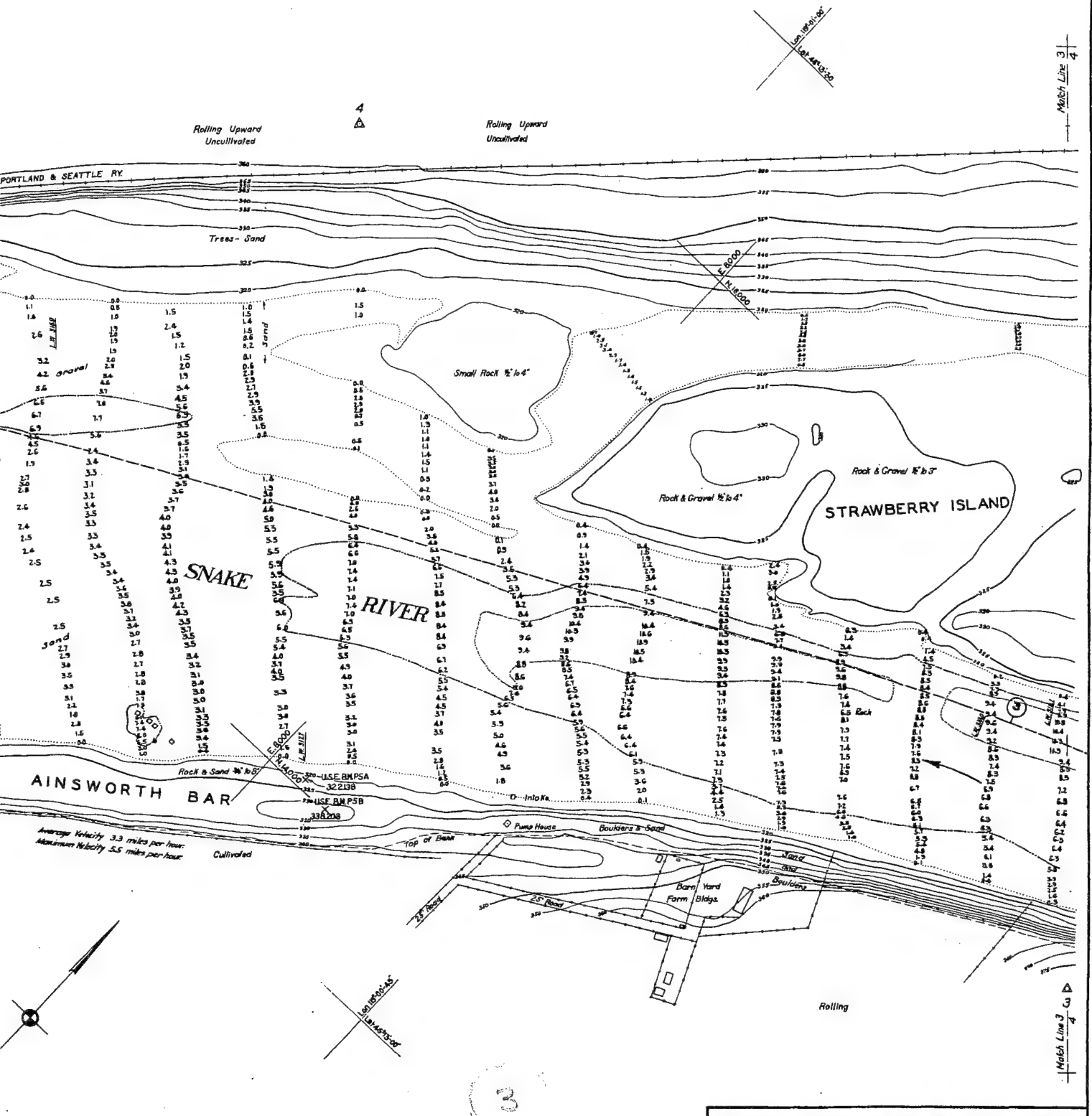
Transmitted with report dated June 10, 1935.

SN-1-12/2





NOTE:
 SOUNDINGS ARE IN FEET AND TO
 LOW WATER PLANE: 10.0 ON U. S.
 EL. 612.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: ()
 ELEVATIONS ARE REFERRED TO ME.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS
 5 FOOT DEPTH CURVE SHOWN THUS
 CENTER LINE OF PROPOSED CHAN.
 DISTANCE IN MILES FROM MOUTH ()
 PROPOSED CHANNEL SHOWN THUS:



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPA, EL. 812.05 M. S. L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL U. S. C. & G. S. DATUM 1929 ADJUSTMENT.

CONTOUR INTERVAL 5 FEET.

0 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (2)

SN-1-4/4
H-9-2/3

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 3

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen C. Darr
Associate Engineer

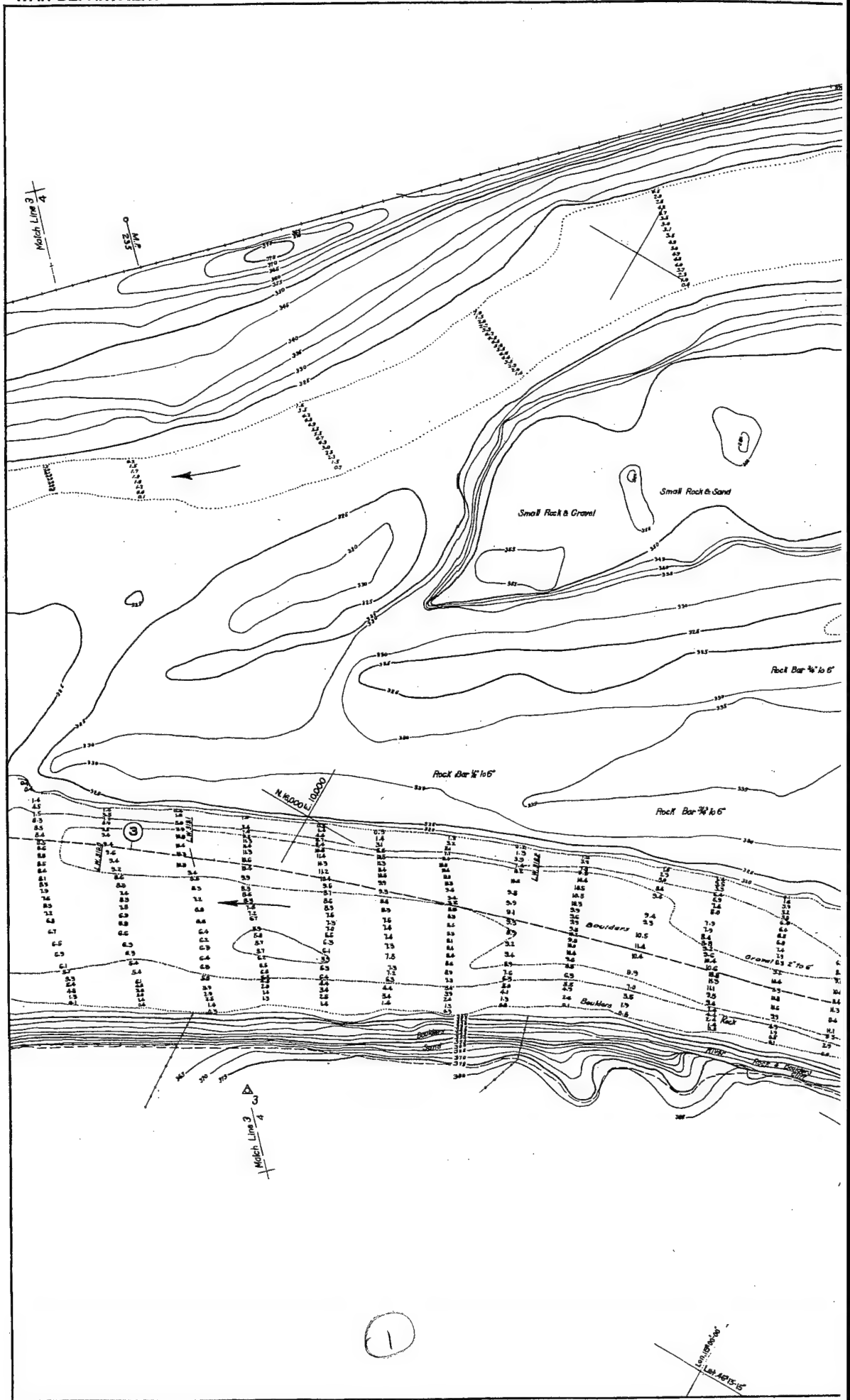
Approved:

W. J. Williams
Major, Corps of Engineers

Drawn by C.A.D. G.E.T.

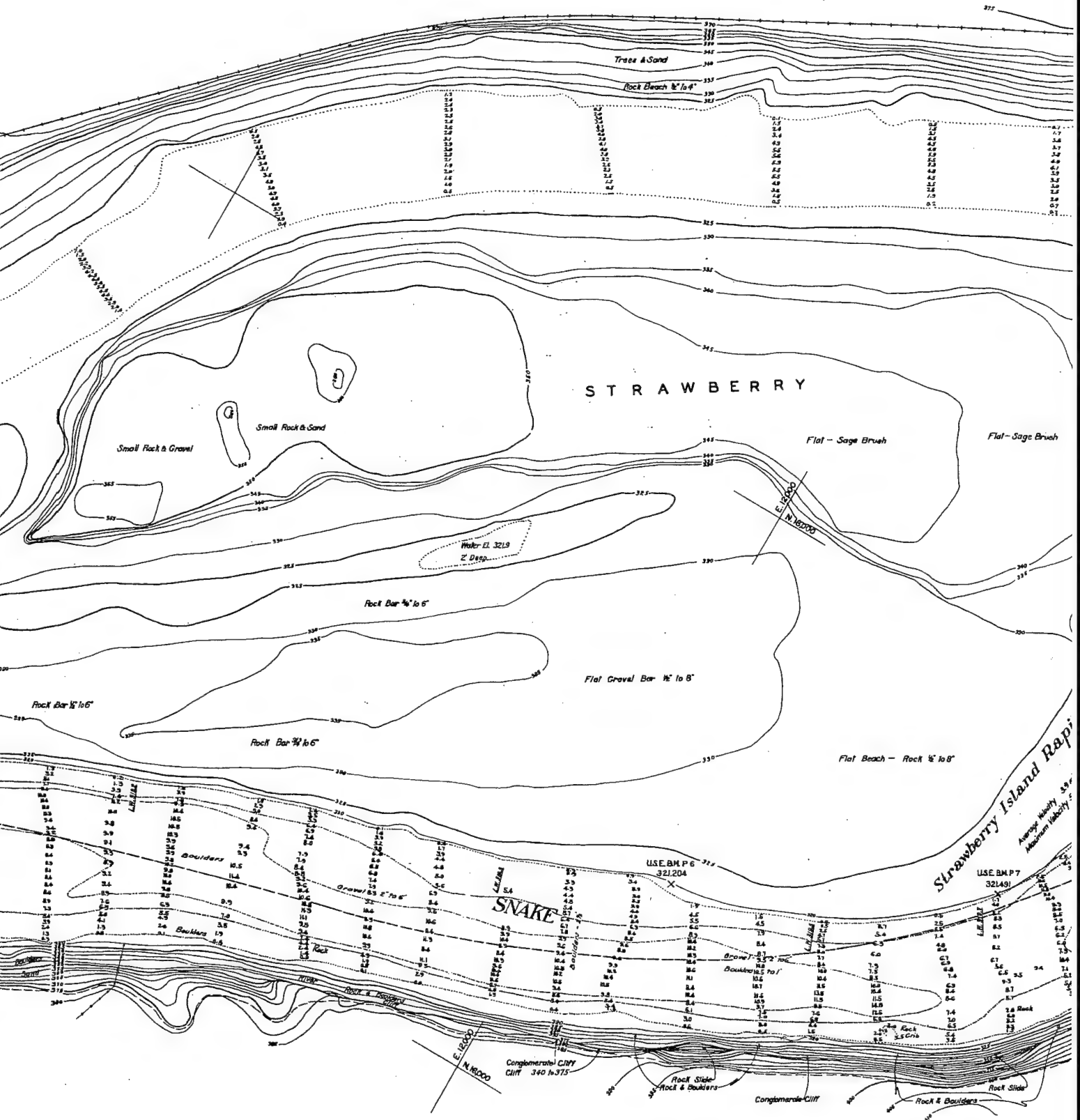
Transmitted with report dated June 10, 1935.

SN-1-12/3



Rolling Upward - Uncultivated

6



Rolling

NOTE:

Uncultivated

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL U.S.C.G.S. DATUM 1929 ADJUSTMENT. 1
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

3

Uncultivated

SN-1-4/5
H-9-2/4

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 4

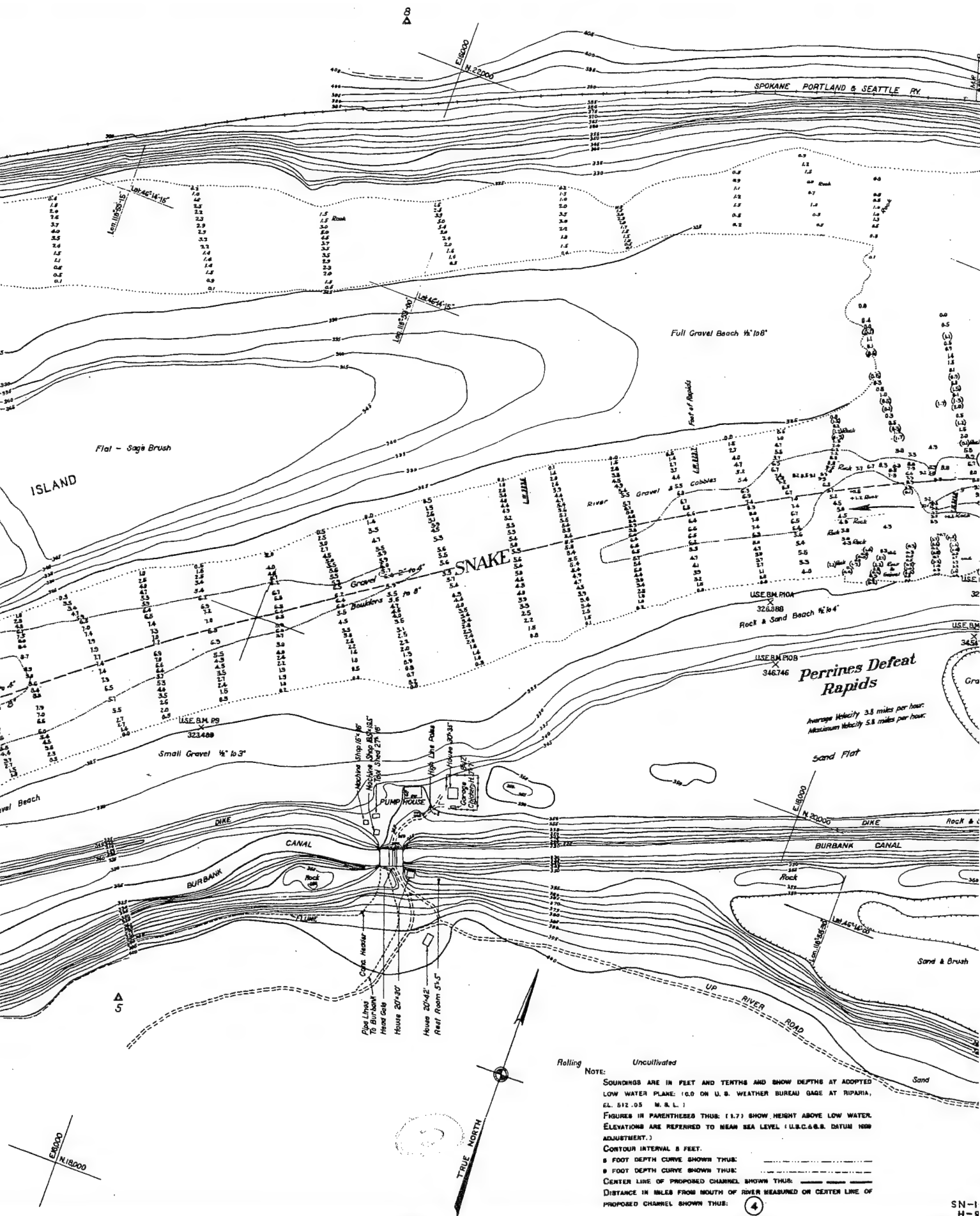
1934:

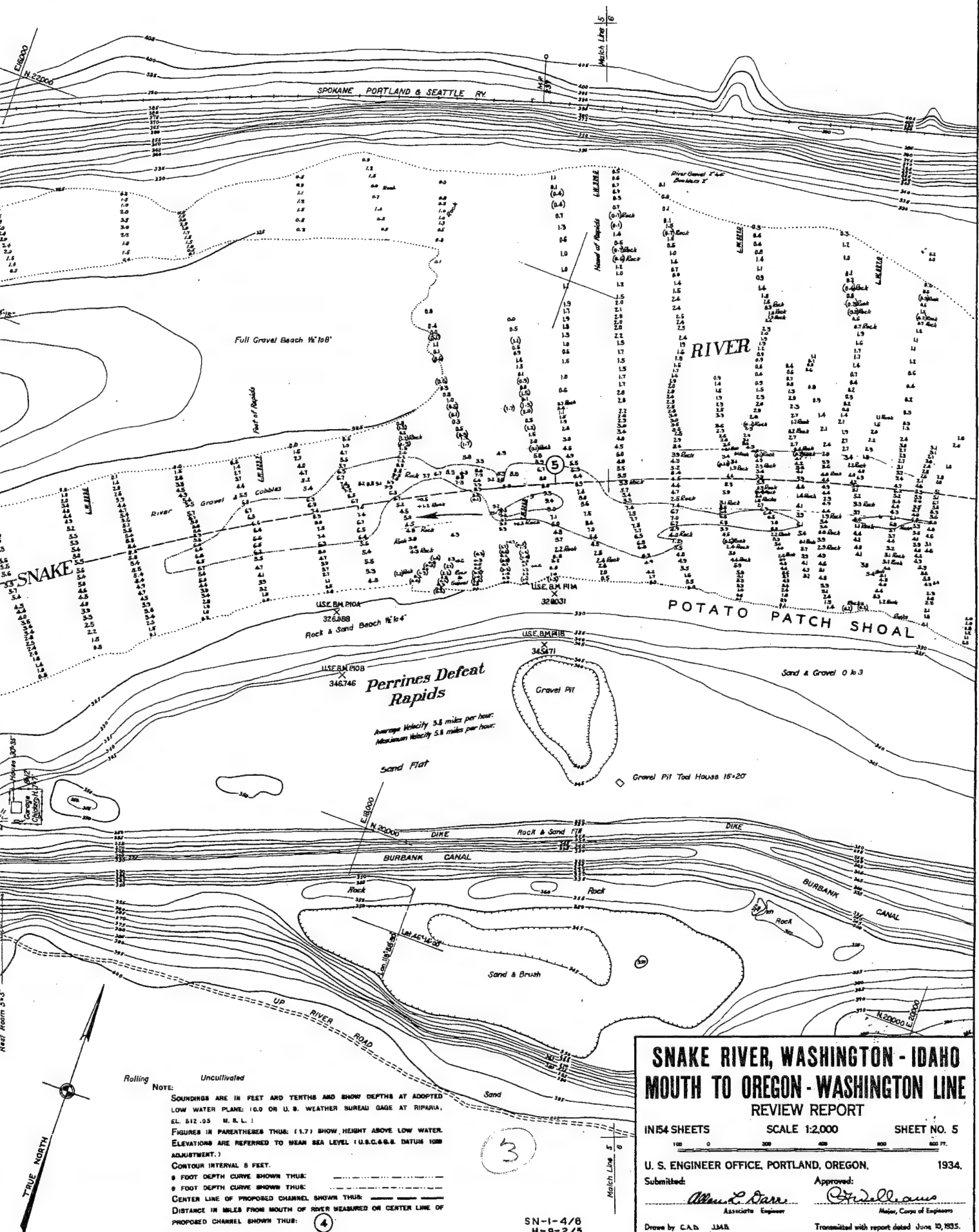
Approved:

Stullhaus
Major, Corps of Engineers

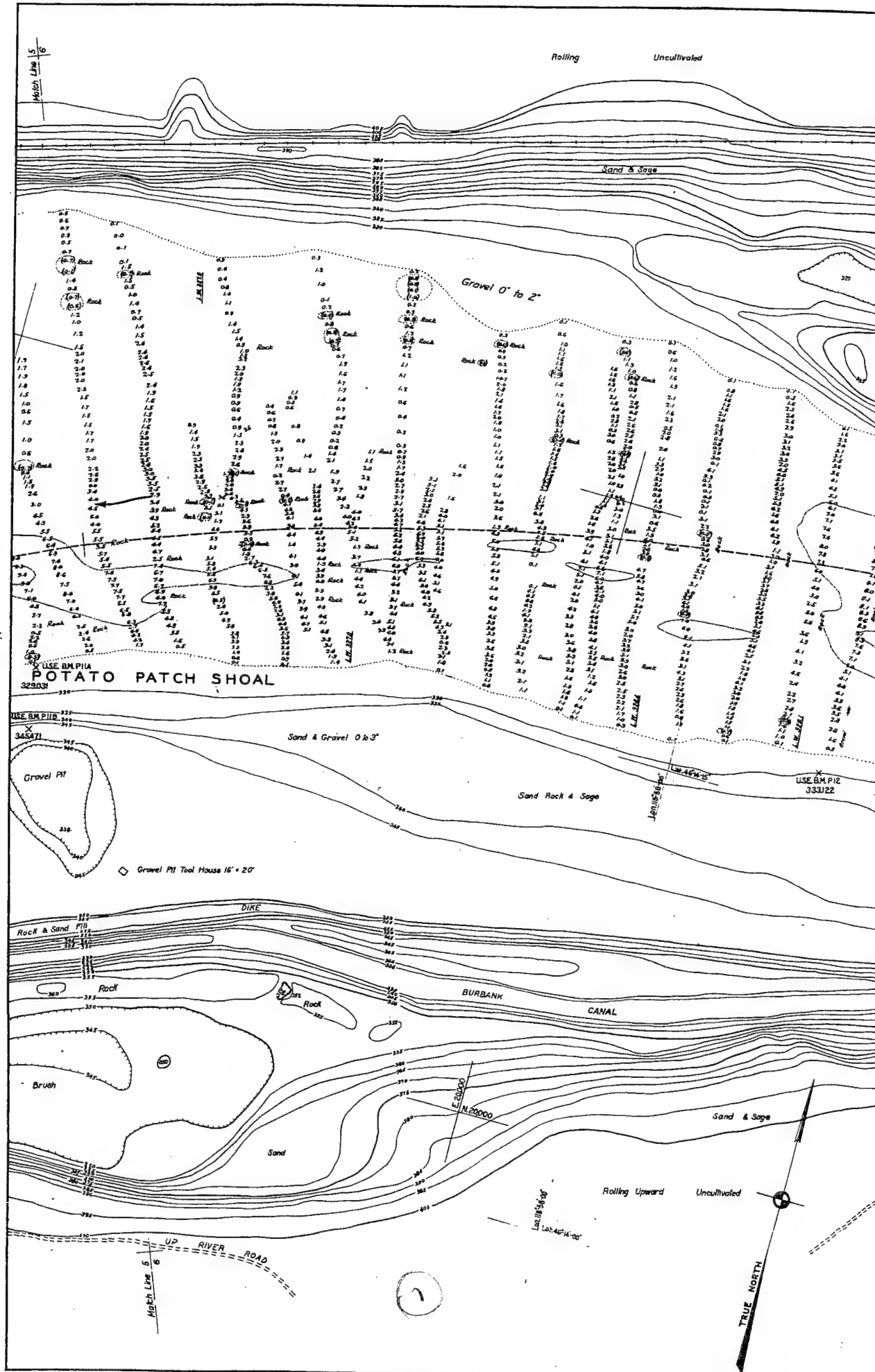
Transmitted with report dated June 10, 1935.

SN-1-124



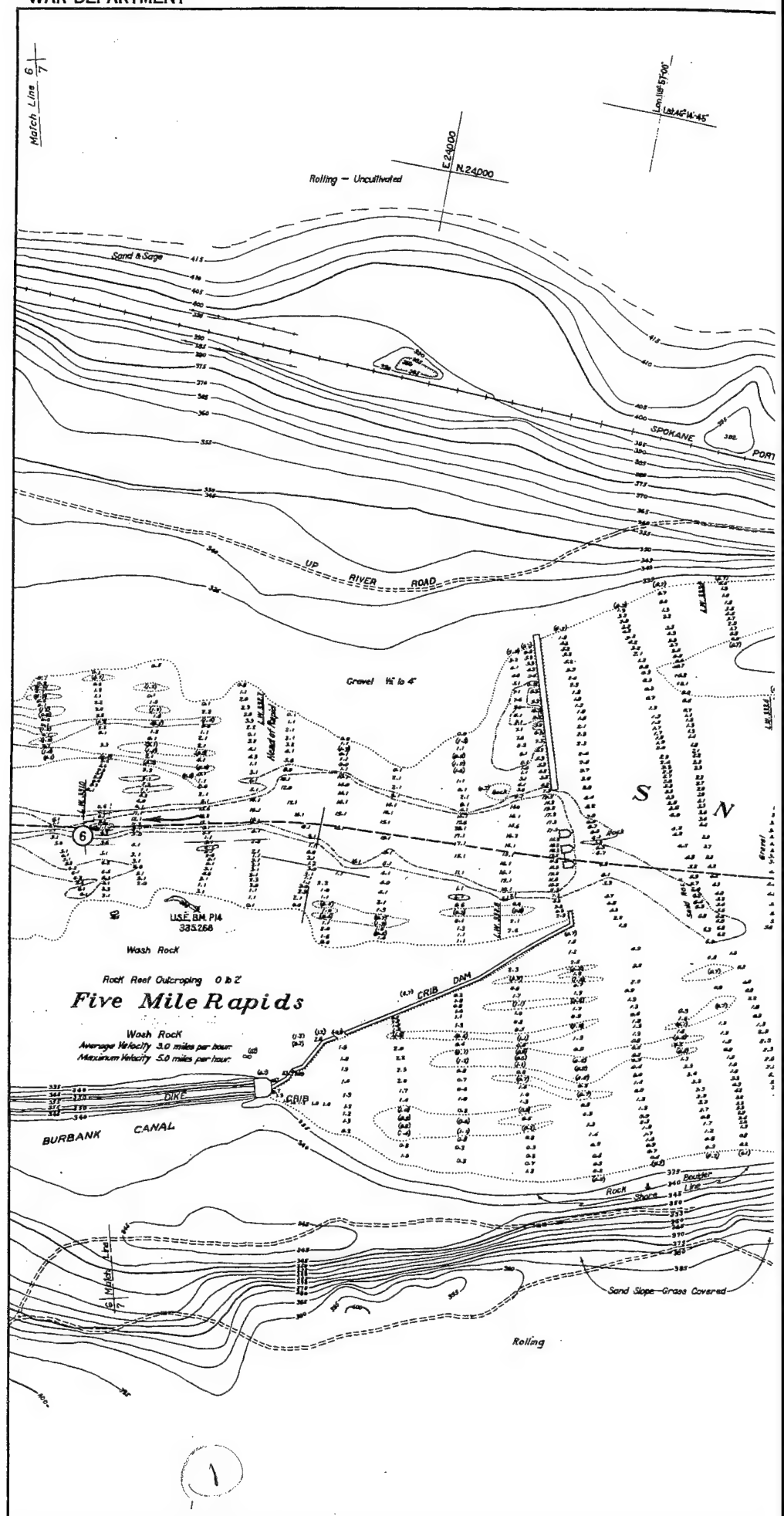


Match Line $\frac{5}{6}$





SN-1-12/6





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 517.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1029 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

8 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (6)

SN-1-4/8
H-9-2/7

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 7

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Alvin L. Dan
Associate Engineer

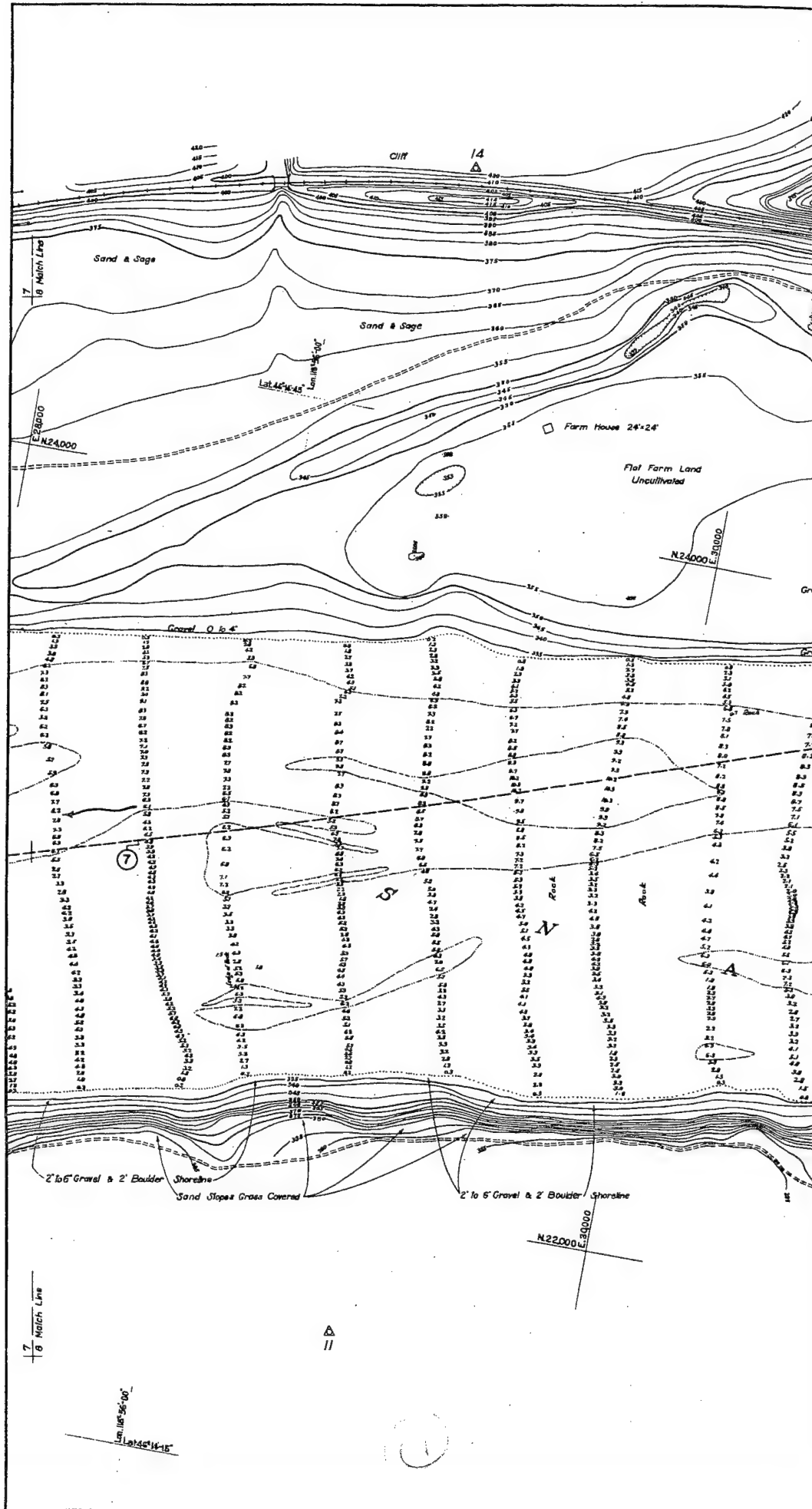
Approved:

W. Williams
Major, Corps of Engineers

Drawn by C.A.D. R.C.B.

Transmitted with report dated June 10, 1935.

SN-1-12-7



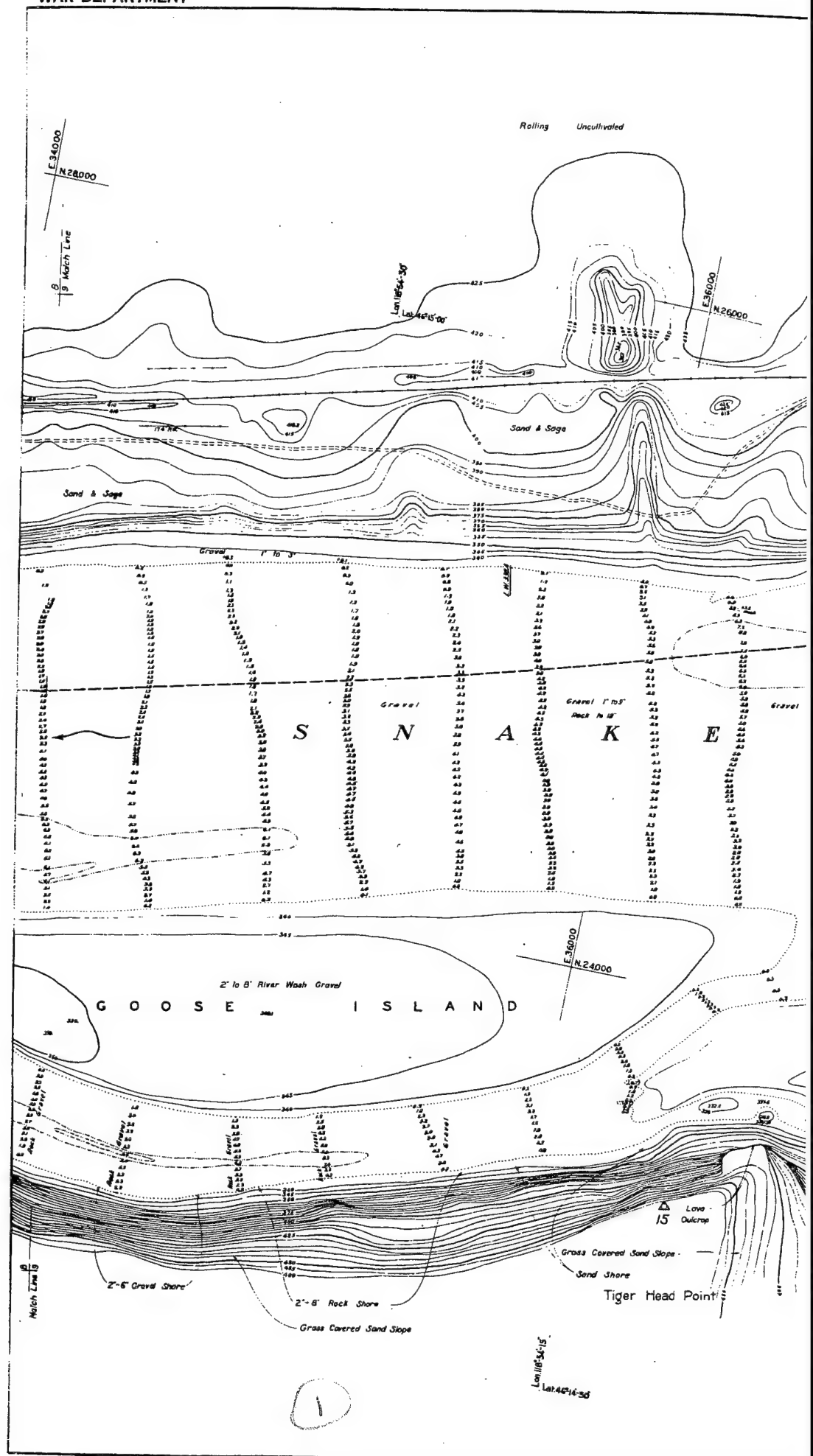


NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT PUMPA, EL. 012.05 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
 CORTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ⑦

7

Transmitted with report dated June 10, 1935.

SN-1-1278



[illegible]

Note

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW
LOW WATER PLANE: 100 ON U.S. WEATHER GUN
BL. 512 05 M.M.L. F.

FIGURES IN PARENTHESES THUS (1.7) SHOW MEAN
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (NO
ADJUSTMENT.)

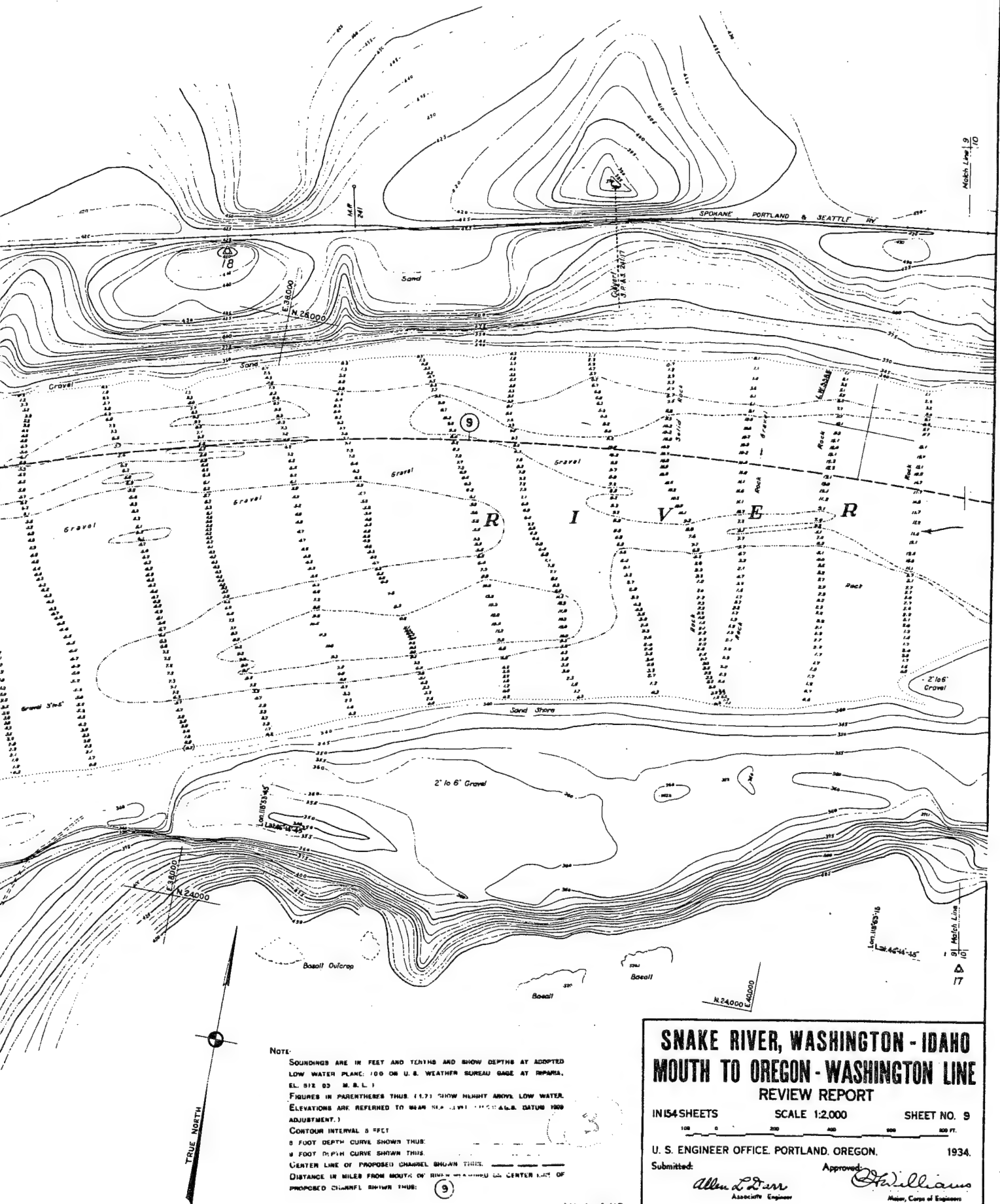
CONTOUR INTERVAL 5 FEET

6 FOOT DEPTH CURVE SHOWN THUS

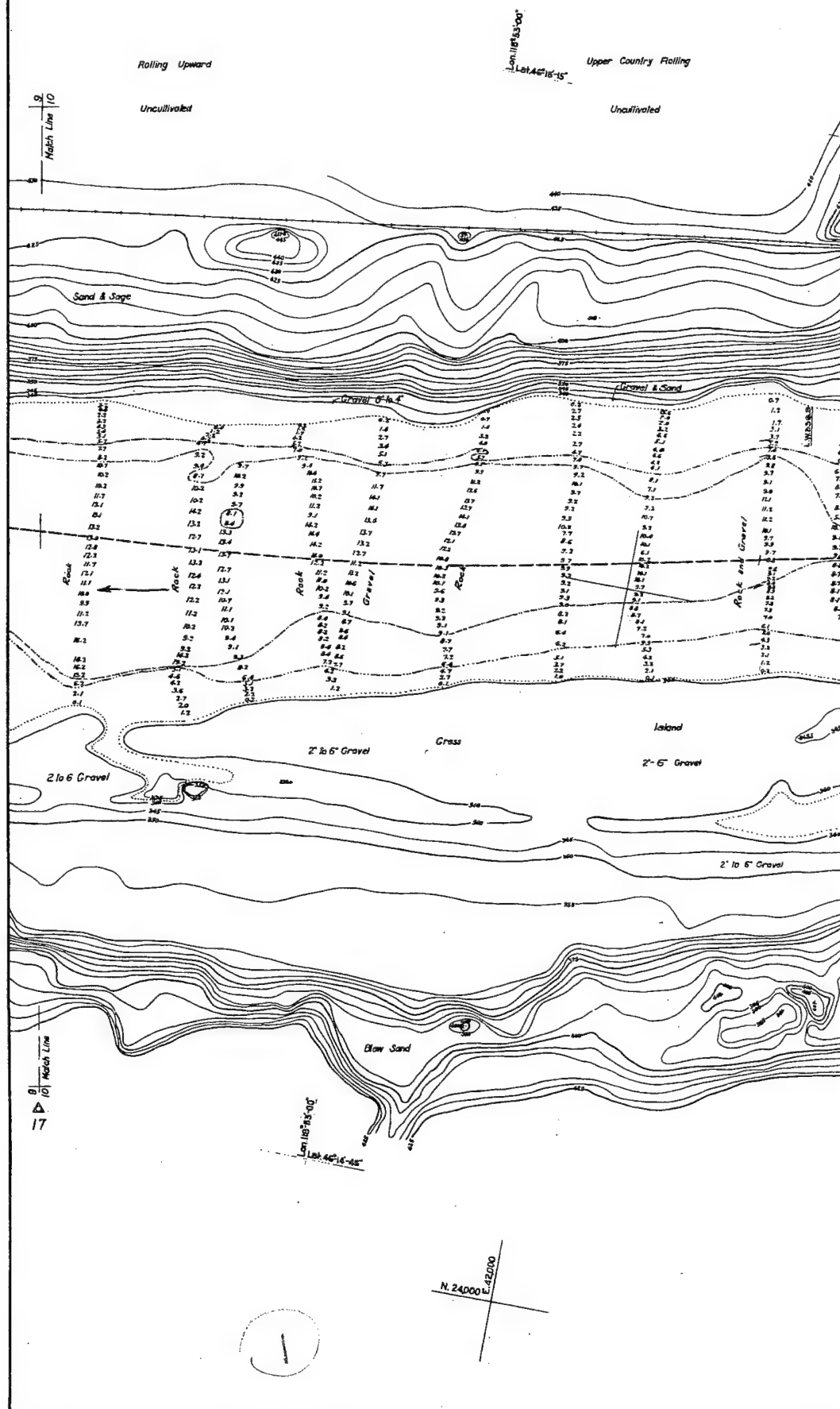
4 FOOT DEPTH CURVE SHOWN THUS

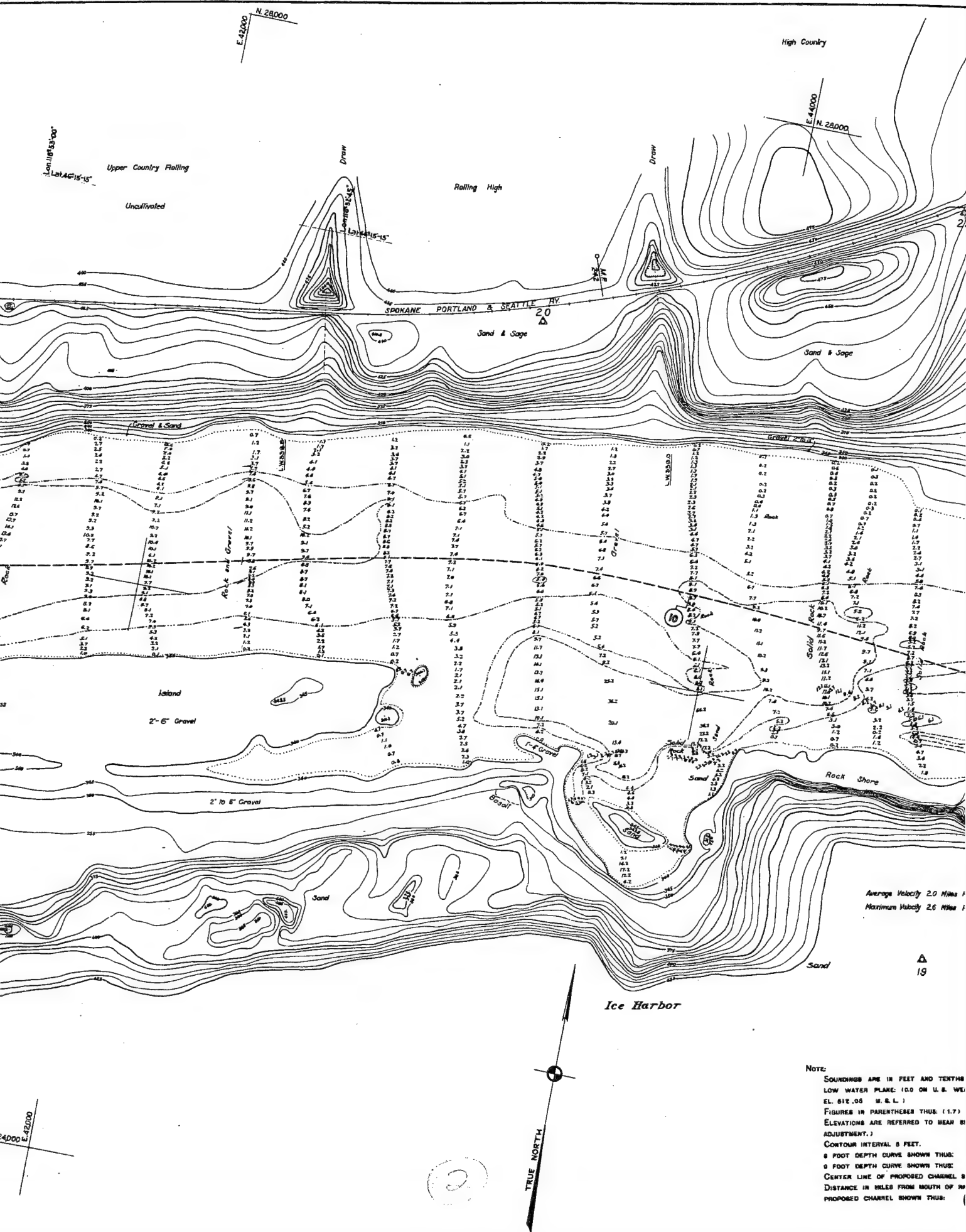
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS

DISTANCE IN MILES FROM BOUTH OF RIVER TO THE
PROPOSED CHANNEL SHOWN THUS: 9



SN-1-12/9

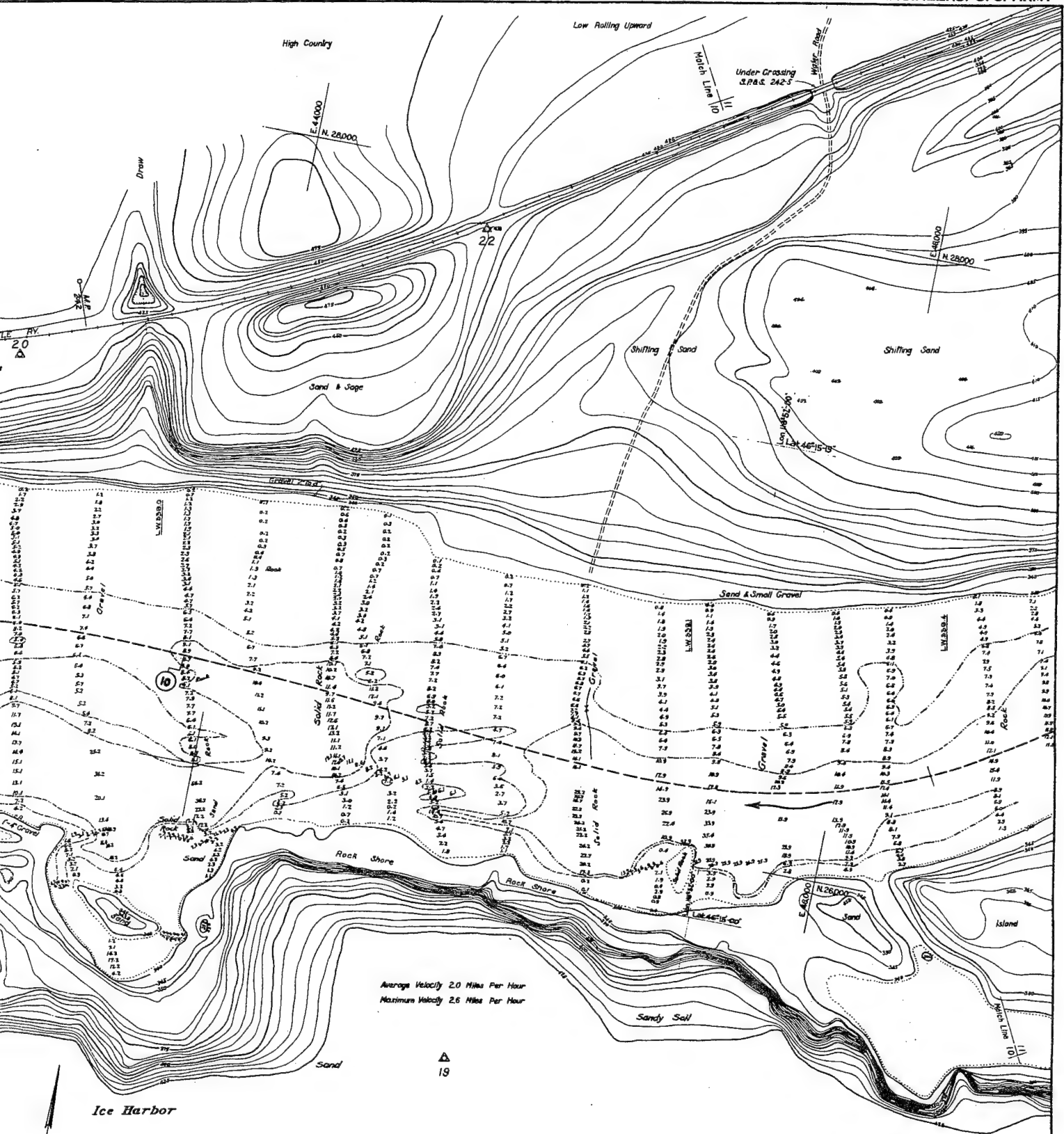




Average Velocity 2.0 Miles /
Maximum Velocity 2.6 Miles /

19

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: 10.0 ON U.S. WE.
EL. 512.05 M.S.L.
FIGURES IN PARENTHESIS (1.7)
ELEVATIONS ARE REFERRED TO MEAN
ADJUSTMENT.
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS:
5 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL &
DISTANCE IN FEET FROM MOUTH OF
PROPOSED CHANNEL SHOWN THUS:



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPAHA, EL. 816.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1983 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

8 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (10)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 10

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Assistant Engineer

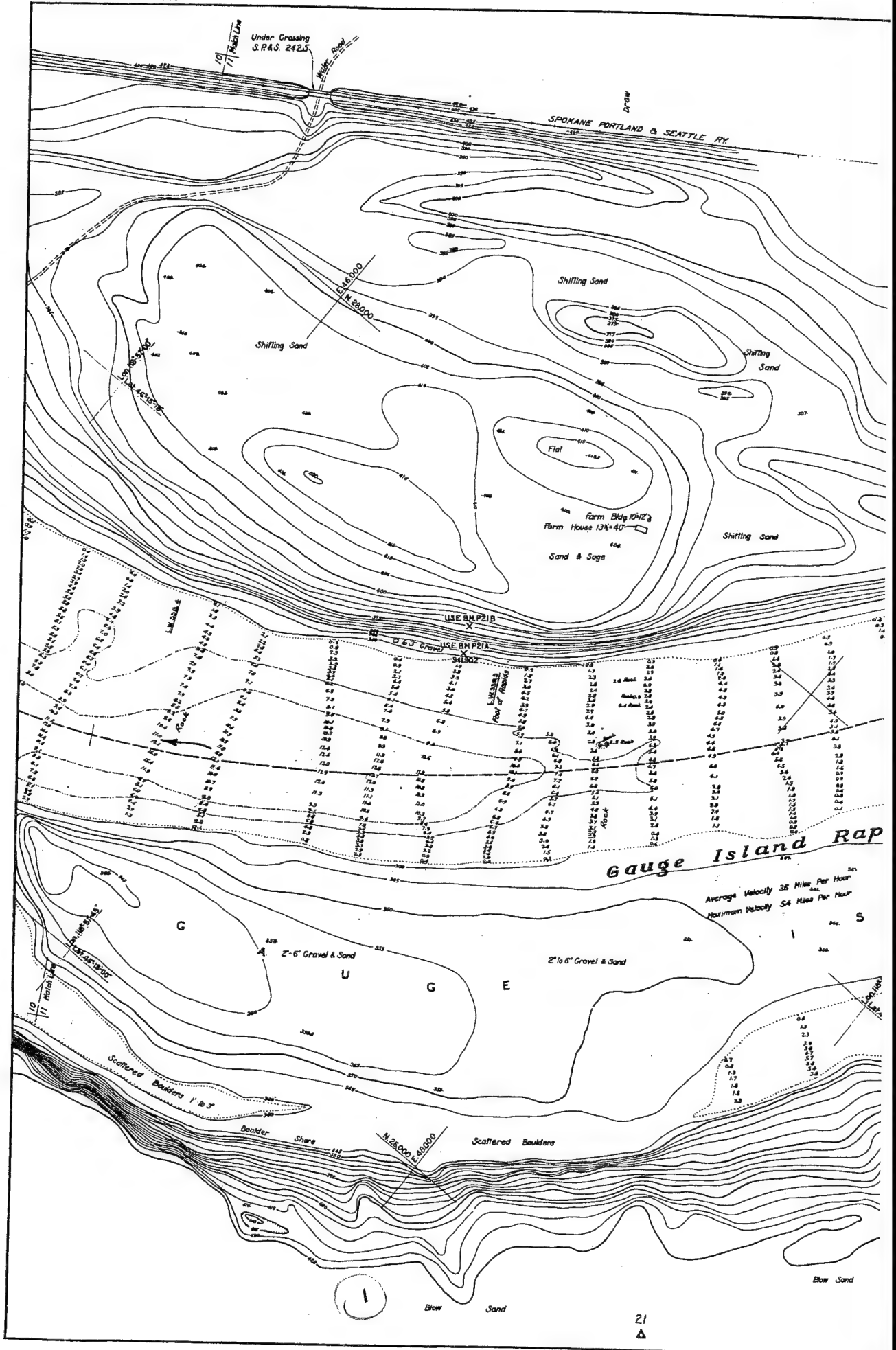
Stullman
Major, Corps of Engineers

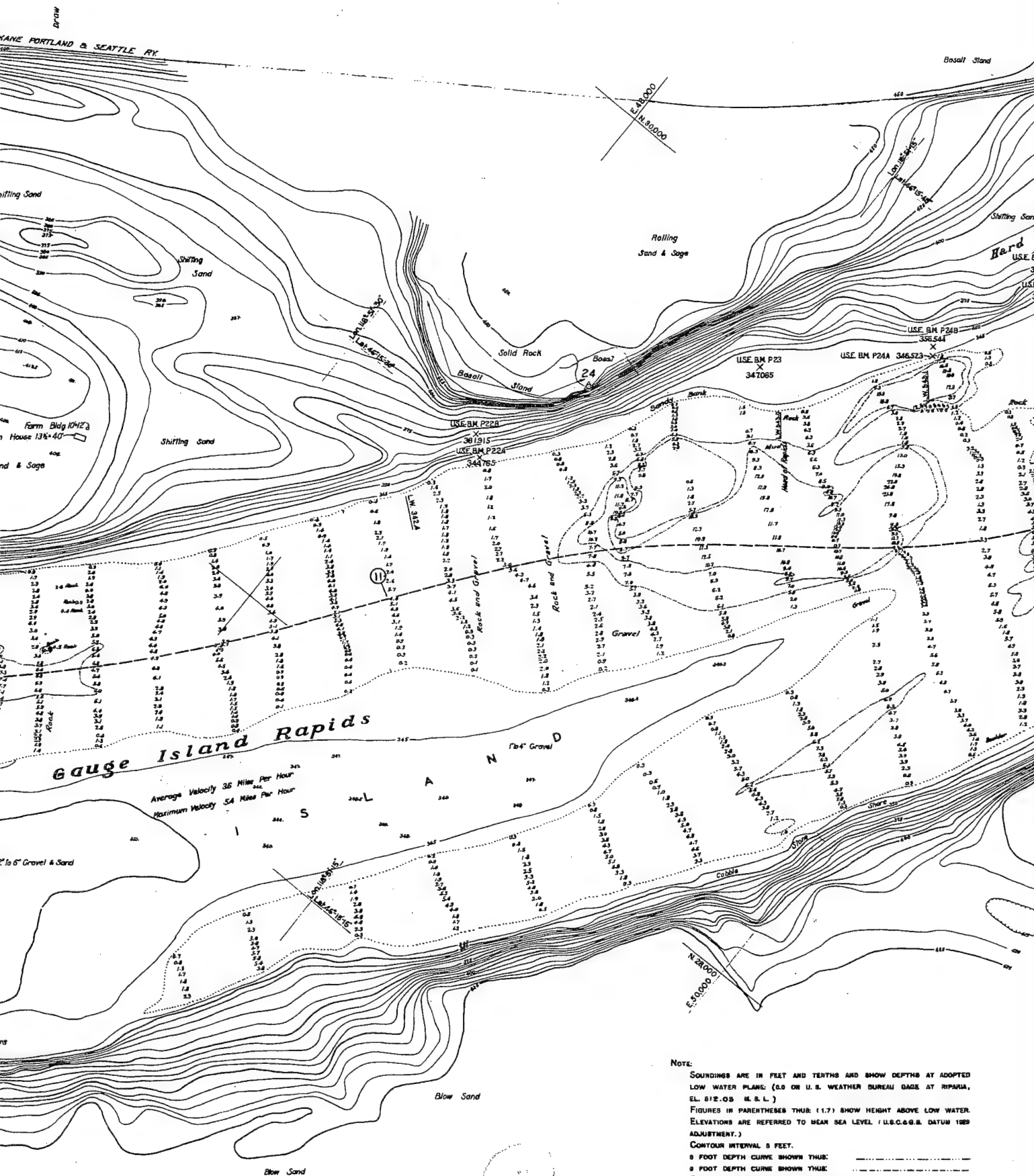
Drawn by C.A.D. J.M.B.

Transmitted with report dated June 10, 1935.

SN-1-4/11
H-9-2/10

SN-1-12/10





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (C.O. OR U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.03 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1989 ADJUSTMENT.)

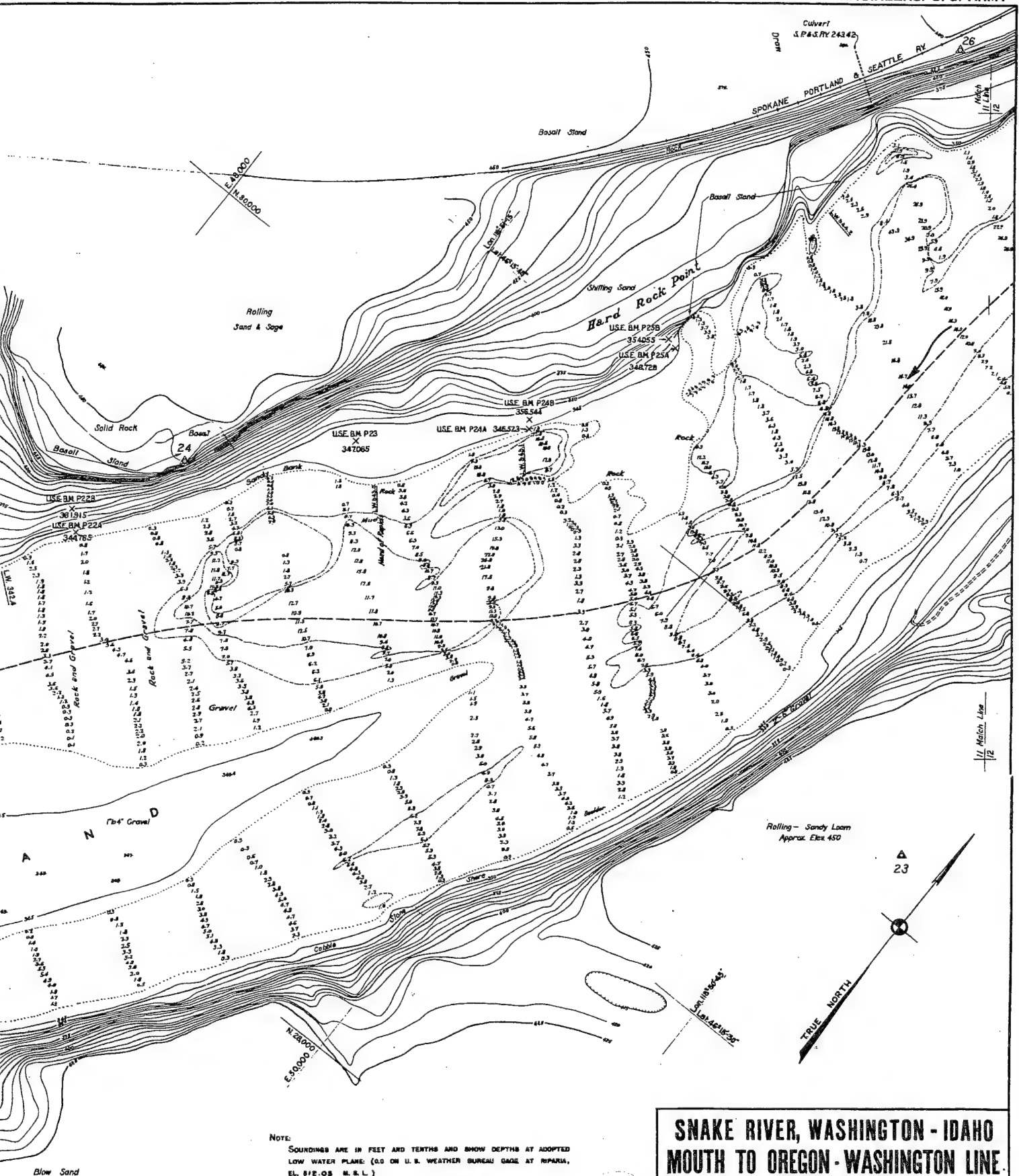
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (11)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIMARIA, EL. 812.05 M.S.L.)

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1009 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1)

SN-1-4/12
H-9-2/11

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 11

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Associate Engineer

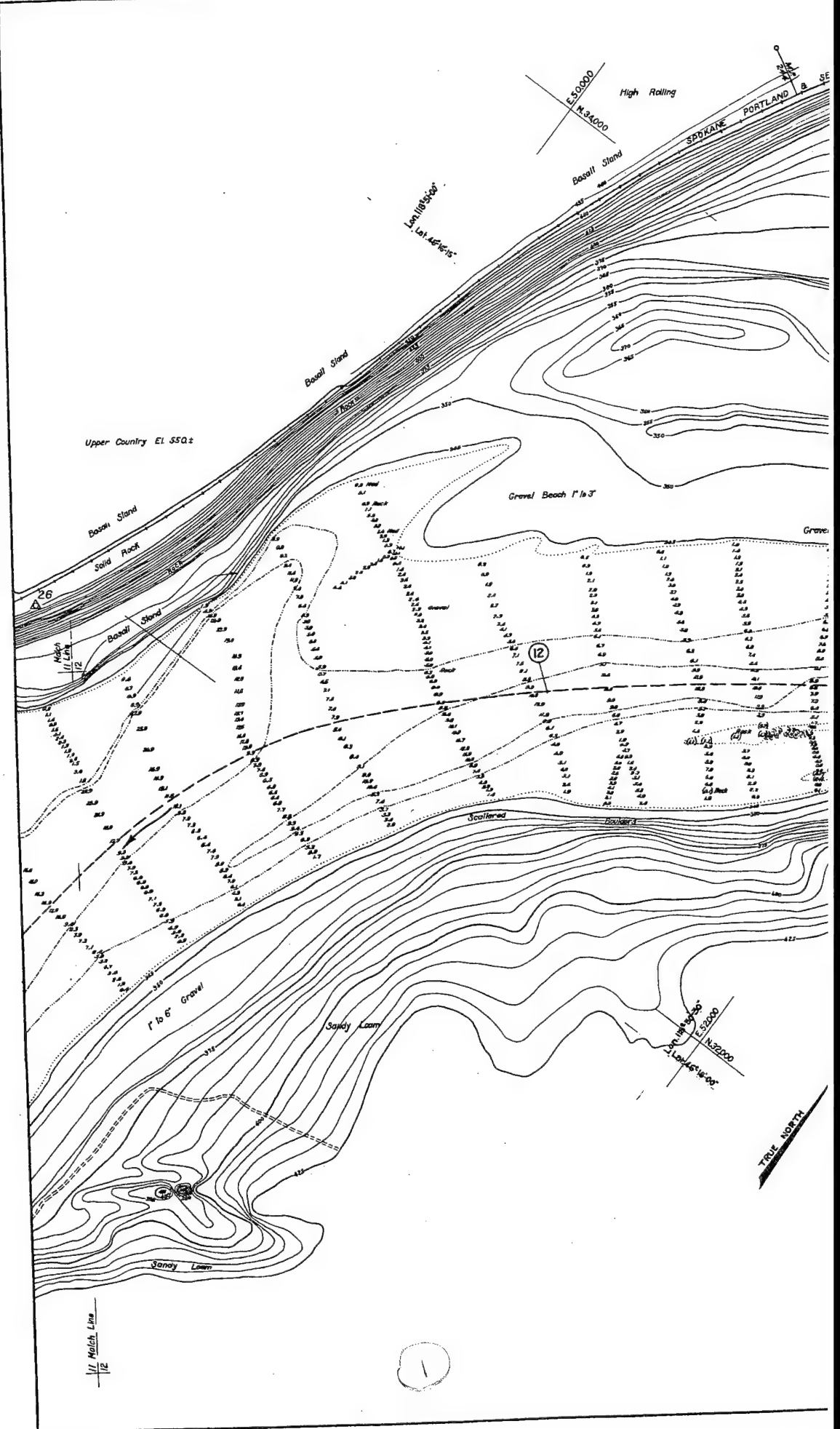
Approved:

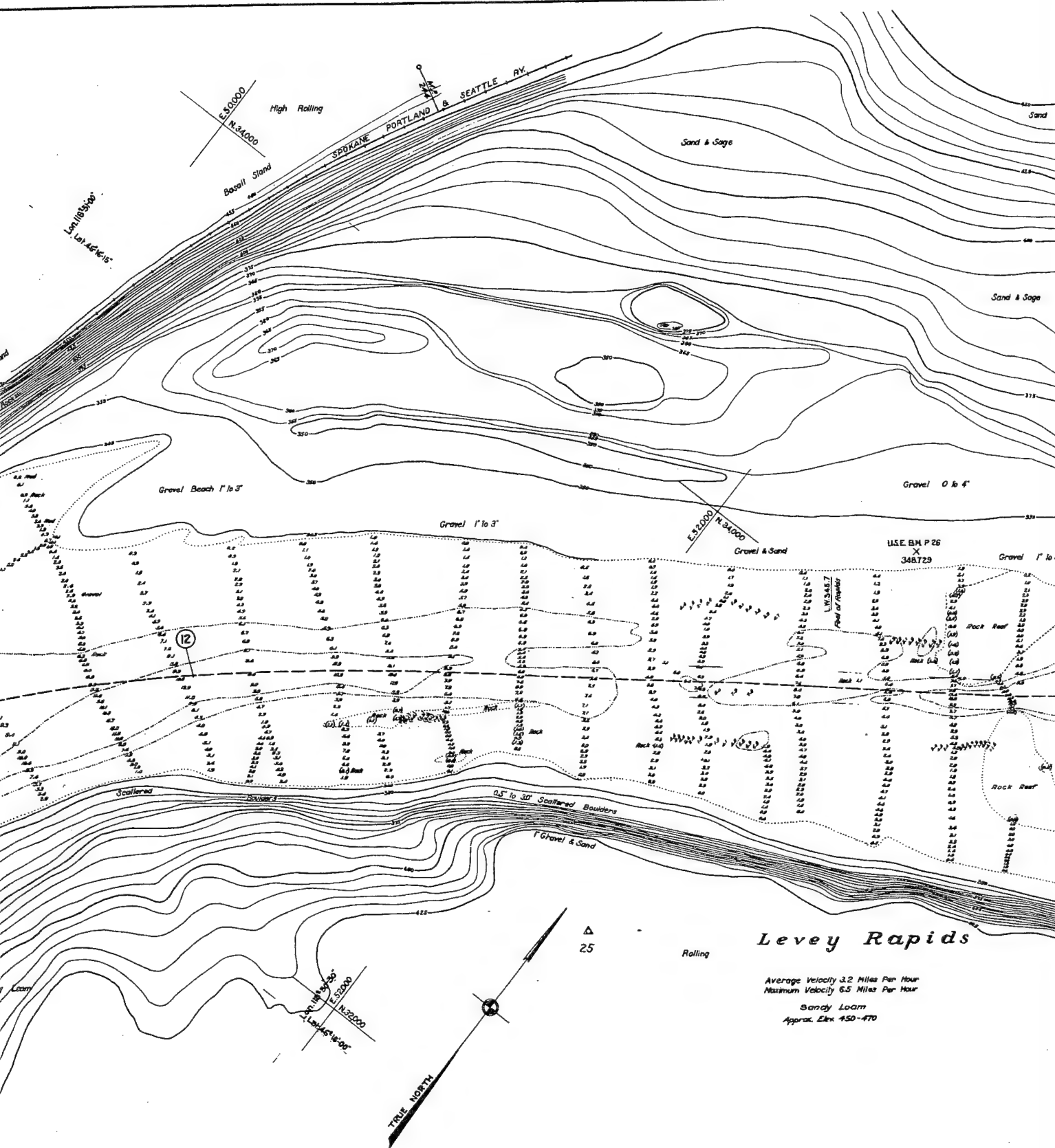
Stullman
Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

Transmitted with report dated June 10, 1935.

SN-1-12/11





Levey Rapids

Average Velocity 3.2 Miles Per Hour
Maximum Velocity 6.5 Miles Per Hour

Sandy Loam
Approx. Elev 450-470

NOTE:
SOUNDINGS ARE IN FEET
LOW WATER PLANE: (0.0
EL. 512.06 M.S.L.)
FIGURES IN PARENTHESES
ELEVATIONS ARE REFERRING
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET
5 FOOT DEPTH CURVE IN
5 FOOT DEPTH CURVE IN
CENTER LINE OF PROPOSED
DISTANCE IN MILES FROM
PROPOSED CHANNEL SHO



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (12)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

INIS4SHEETS

SCALE 1:2,000

SHEET NO. 12

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

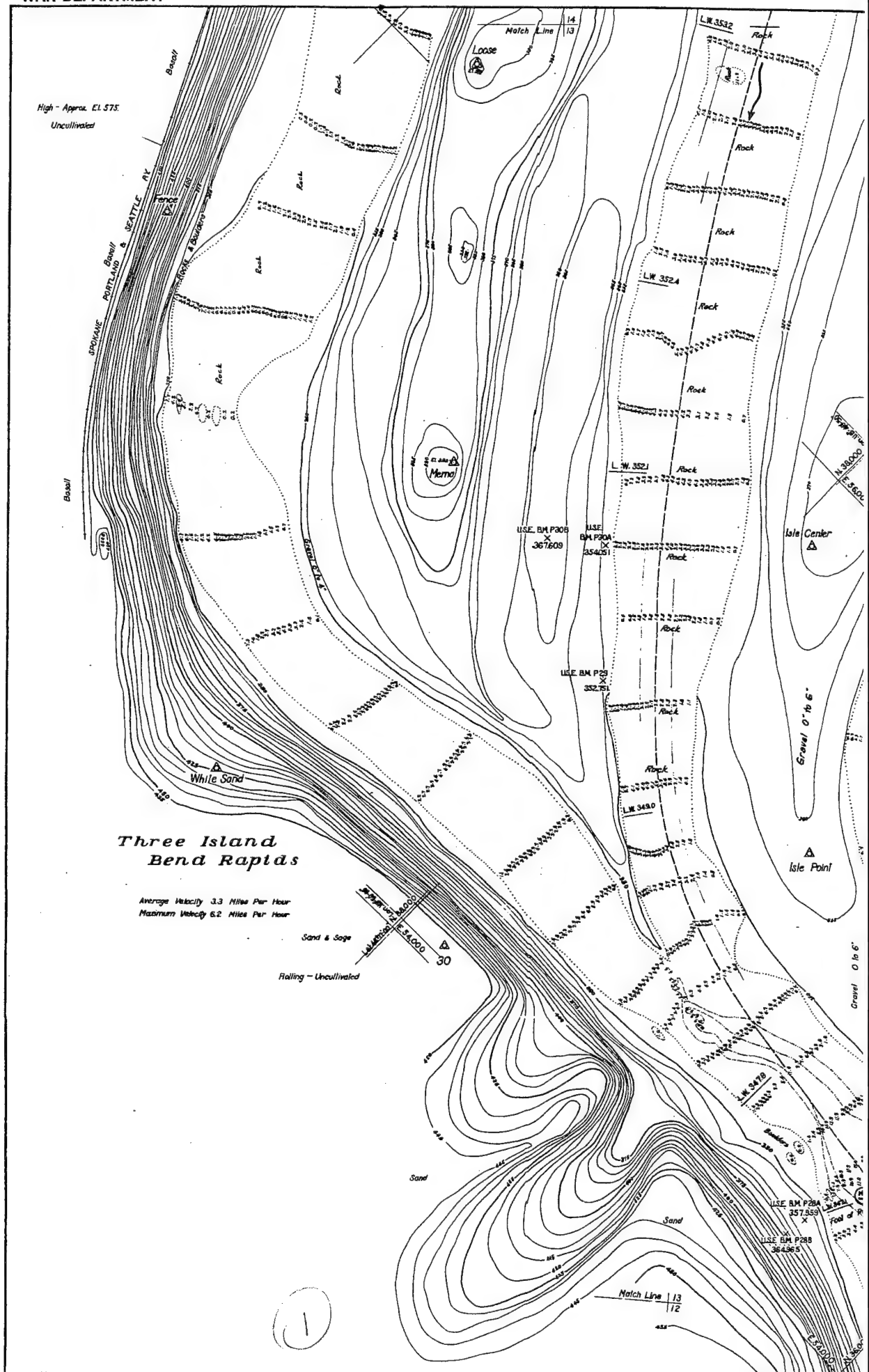
Stullman
Major, Corps of Engineers

Drawn by C.A.B. E.C.B.

Transmitted with report dated June 10, 1935.

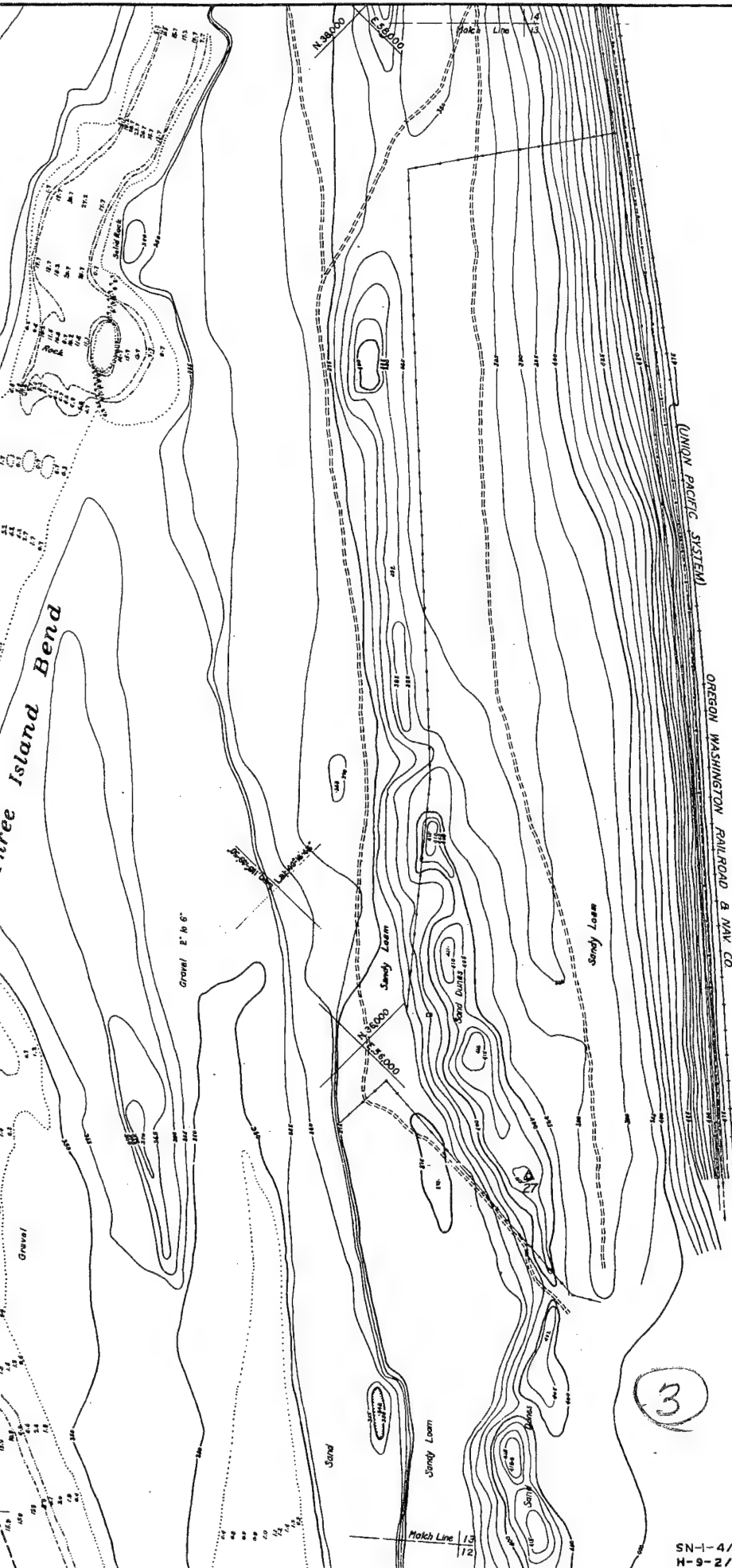
SN-1-4/13
H-9-2/12

SN-1-12/12





SN-1-4/14
H-9-2/13



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

0 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (13)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 13

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

Stanley L. Darr
Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

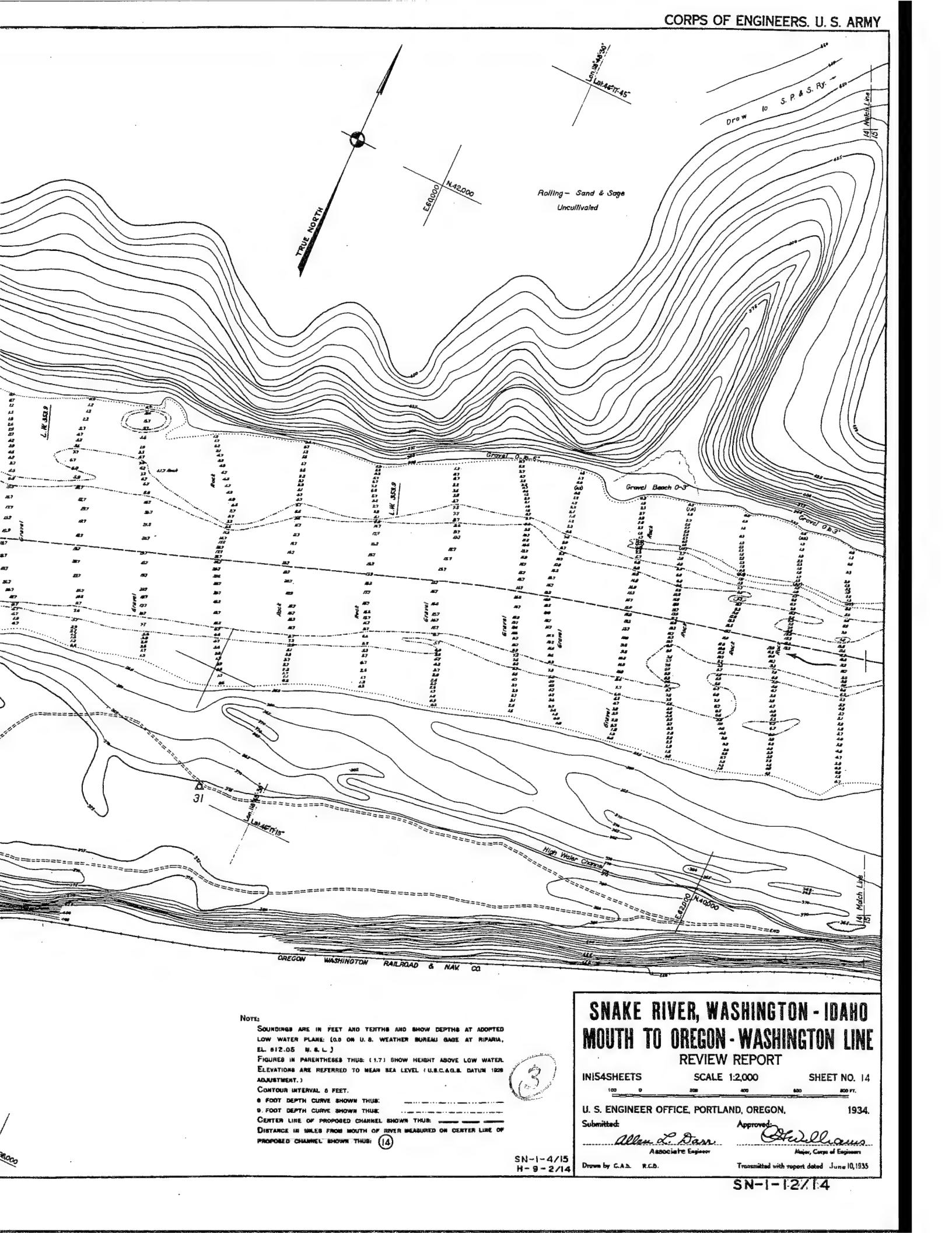
Transmitted with report dated June 10, 1935.

SN-1-4/14
H-9-2/13

SN-1-12/13



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW
LOW WATER PLANE (0.0 ON U. S. WEATHER SUR
EL. 812.05 M. S. L.)
FIGURES IN PARENTHESES THUS (1.7) SHOW MEAN
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ---
5 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASUR
PROPOSED CHANNEL SHOWN THUS: (14)

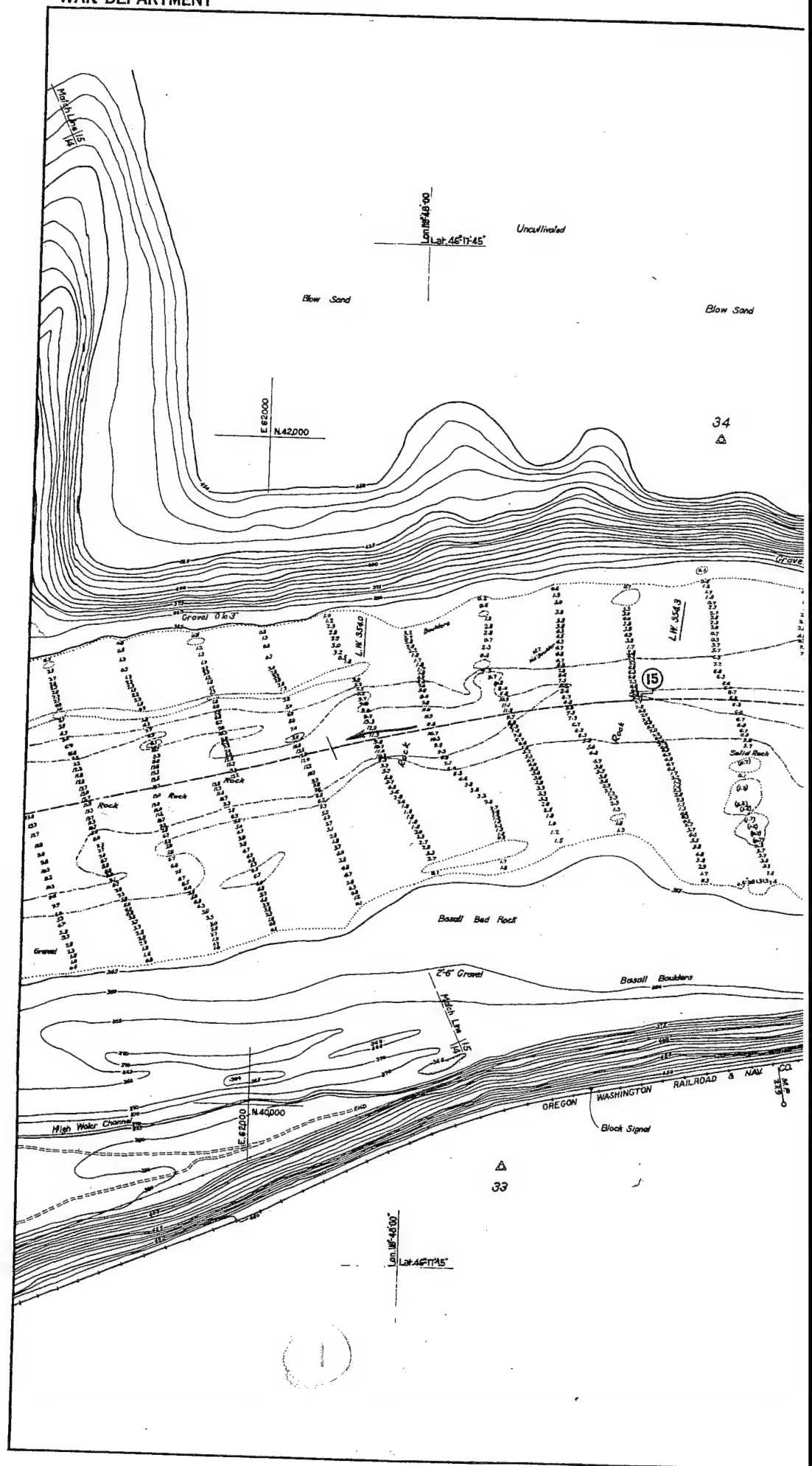


3

SN-1-12/14

SN-1-12/14

WAR DEPARTMENT



Uncultivated

Blow Sand

3 mi 10' 45"

Lat 45° 15'

34

E 64000
N 42000

E 66000
N 42

Rolling - Uha

Sandy

36

38

(15)

L.W. 354.9

USE-BM P 328
311249
X USE-BM P 324
356735

Basalt Boulders

Basalt

Lodge

35

Tunnel Overhead Warning

TUNNEL #7 14' WIDE

37

E 66000
N 4200

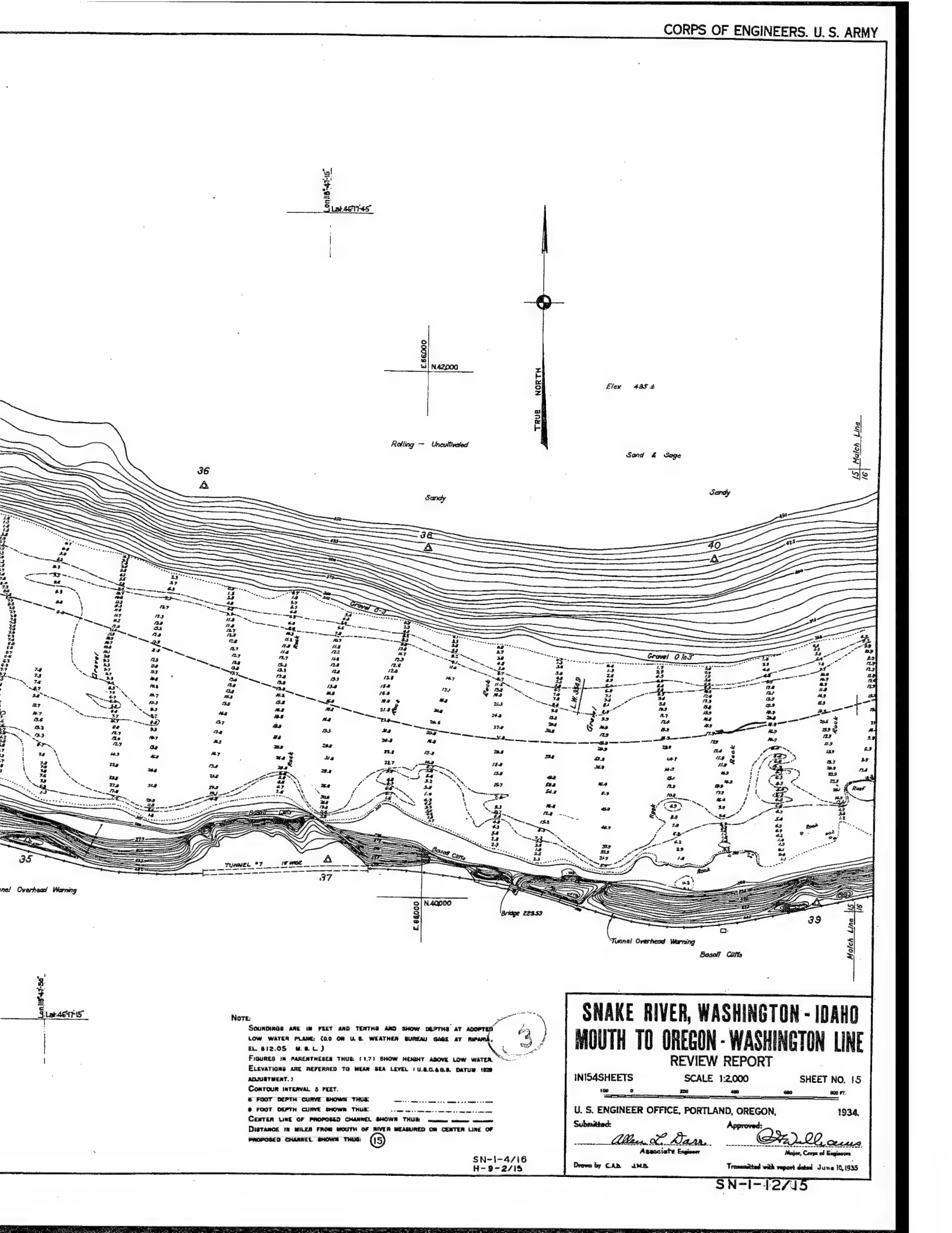
33

3 mi 10' 45"

Lat 45° 15'

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPT
LOW WATER PLANE: (G.O. ON U.S. WEATHER BUREAU GA
EL. 812.05 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AND
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ---
5 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS: (15)



PROPOSED CHANNEL SHOWN THUS: (15)

Transmitted with report dated June 10, 1935

SN-1-12/45

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPASA, EL. 812.05 M.S.L.).

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

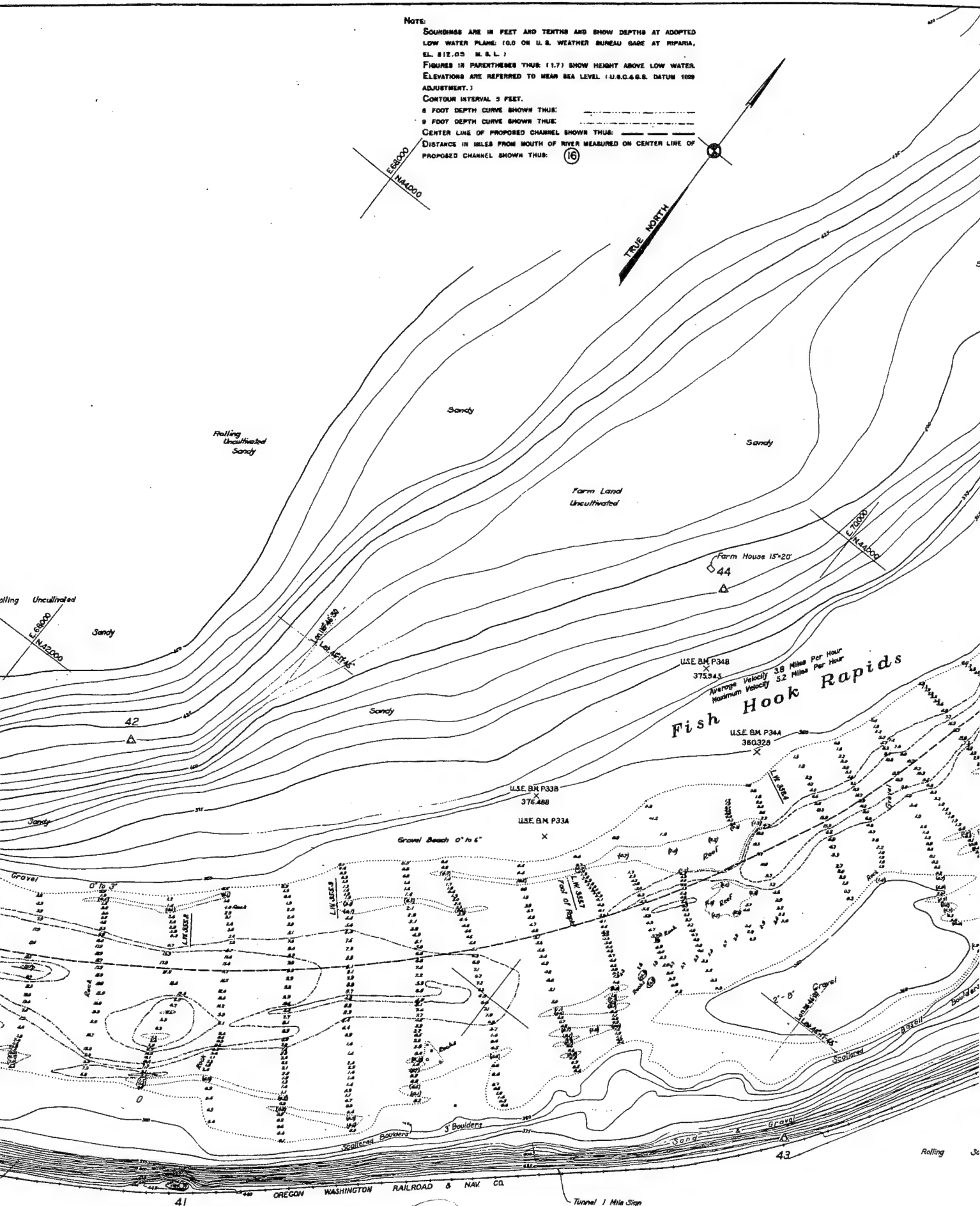
CONTOUR INTERVAL 3 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (16)



ONE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RUPA, W.
S. L. L.)
PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
DEPTHS REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1929)

INTERVAL 5 FEET.

IN CURVE SHOWN THUS:

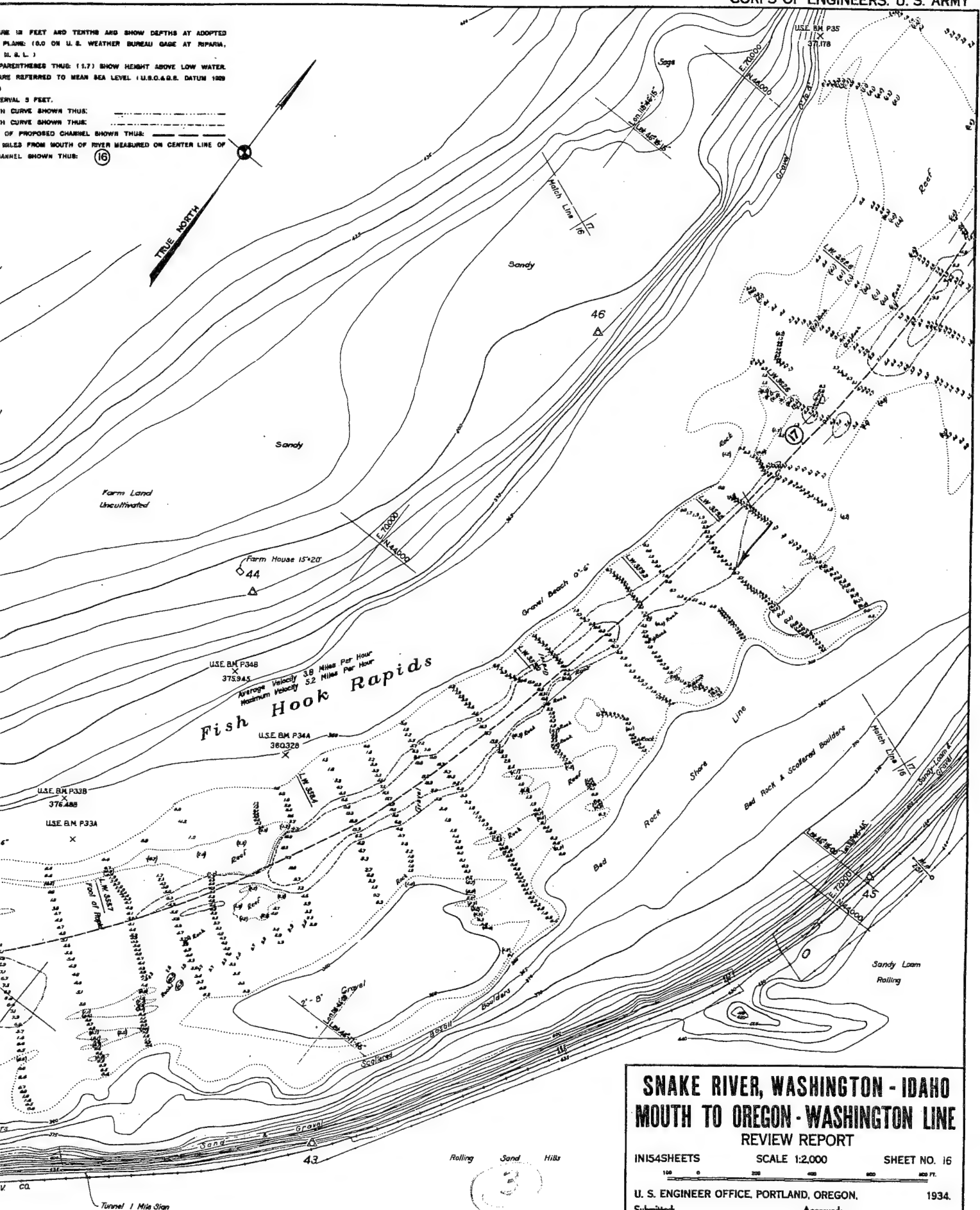
IN CURVE SHOWN THUS:

OF PROPOSED CHANNEL SHOWN THUS:

MEASURES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

CHANNEL SHOWN THUS:

(16)



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 16

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

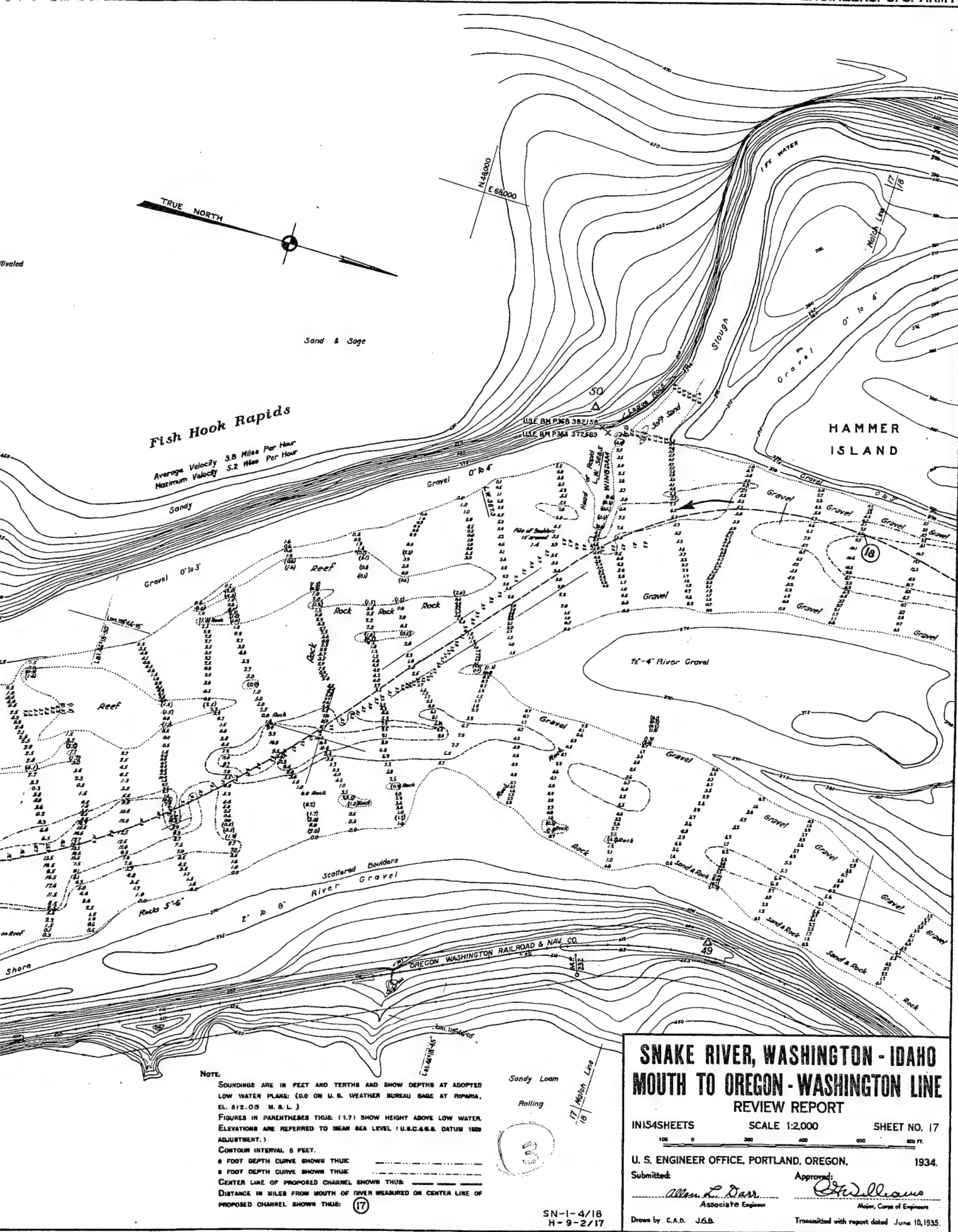
W. L. ...
Major, Corps of Engineers

Drawn by C.A.D. J.G.B.

Transmitted with report dated June 10, 1935

SN-I-4/17
H-9-2/16

SN-I-12/16



SN-1-12/17

High Country is Cultivated
Approx. 4000' From Bank, E. 700's



NOTE:
SOUNDINGS
LOW WATER
EL. 812.05
FIGURES IN
ELEVATIONS
ADJUSTMENT
CONTOUR 10'
8 FOOT DEEP
8 FOOT DEEP
CENTER LINE
DISTANCE IN
PROPOSED C

High Country is Cultivated
Approx. 4000' From Bank, El. 700's

Ledge Rock

Farm House 20'x20'

Farm Cultivated

Gravel

Sandy Beach

Shack

Sandy Loom - Rolling
Elev. 500 ±

Oregon-Washington Railroad & Nav.

Sandy Loom Uncultivated

Page Rapids

TRUE NORTH

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1983 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
0 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (18)

High Country is Cultivated
Approx. 4000' From Bank, El. 700's

Ledge Rock

Farm House 20'x20'

Farm Cultivated

Page Rapids

Gravel

Sandy Loom - Rolling
Elev. 500 ±

Sandy Loom
Uncultivated

Oregon-Washington Railroad

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1983 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
0 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (18)

[illegible]

High Country is Cultivated
Approx. 4000' From Bank, El. 700's

Ledge Rock

Farm House 20'x20'

Farm Cultivated

Gravel

Sandy Beach

Shack

Sandy Loom - Rolling
Elev. 500 ±

Oregon-Washington Railroad & Nav

Sandy Loom Uncultivated

Page Rapids

TRUE NORTH

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1983 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
0 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (18)

High Country is Cultivated
Approx. 4000' From Bank, El. 700's

Ledge Rock

Farm House 20'x20'

Farm Cultivated

Gravel

Sandy Beach

Shack

Sandy Loom - Rolling
Elev. 500 ±

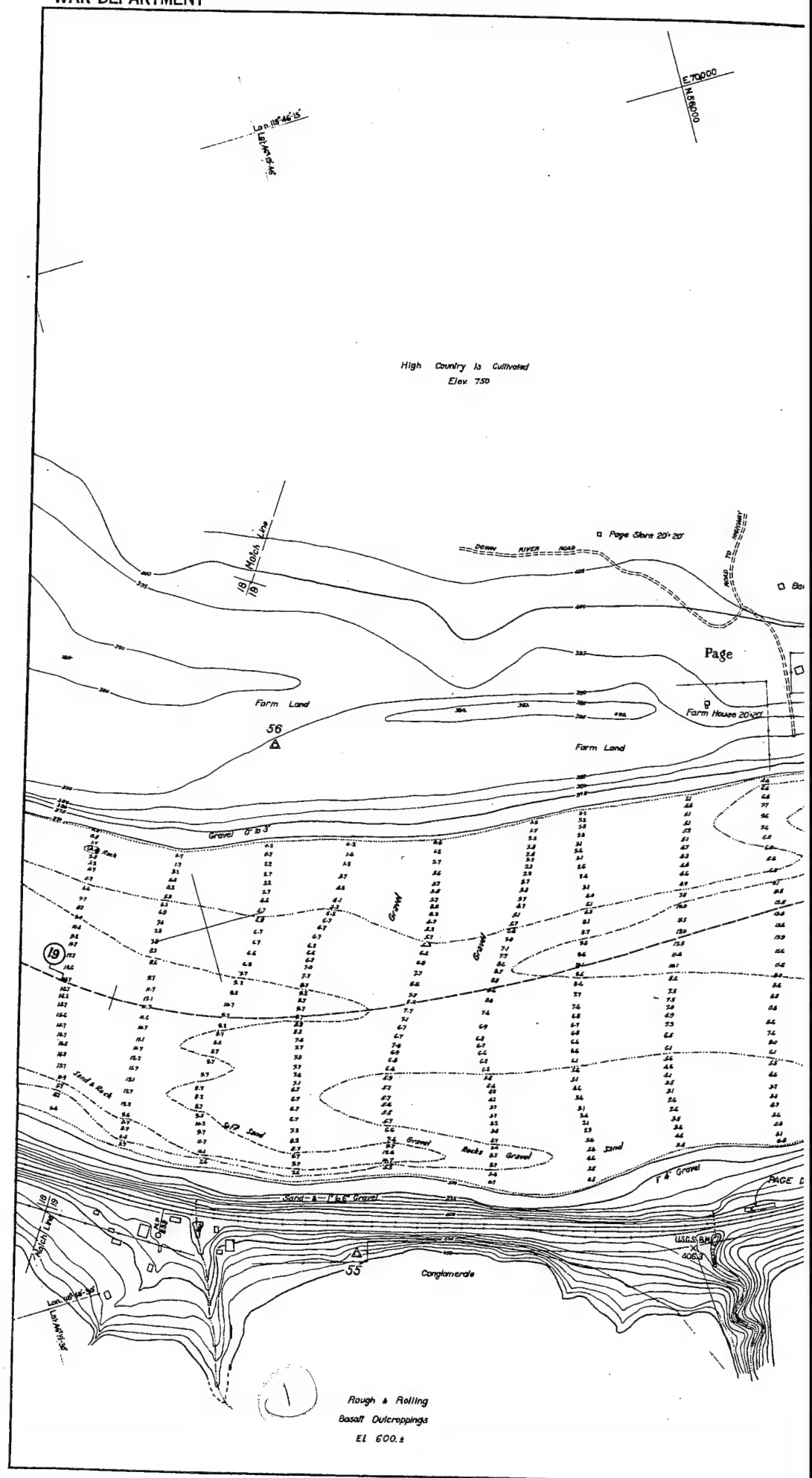
Oregon-Washington Railroad & Nav

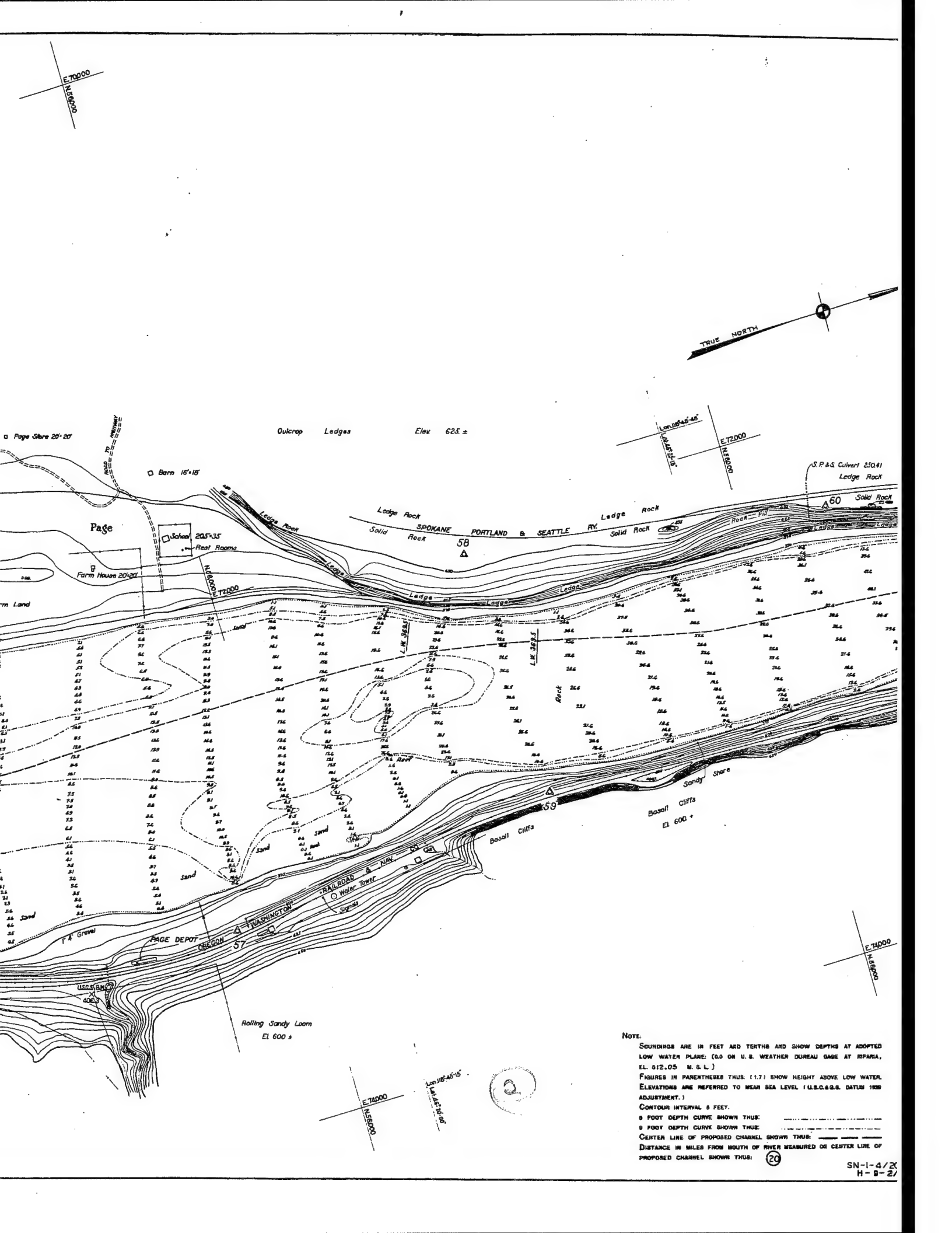
Sandy Loom Uncultivated

Page Rapids

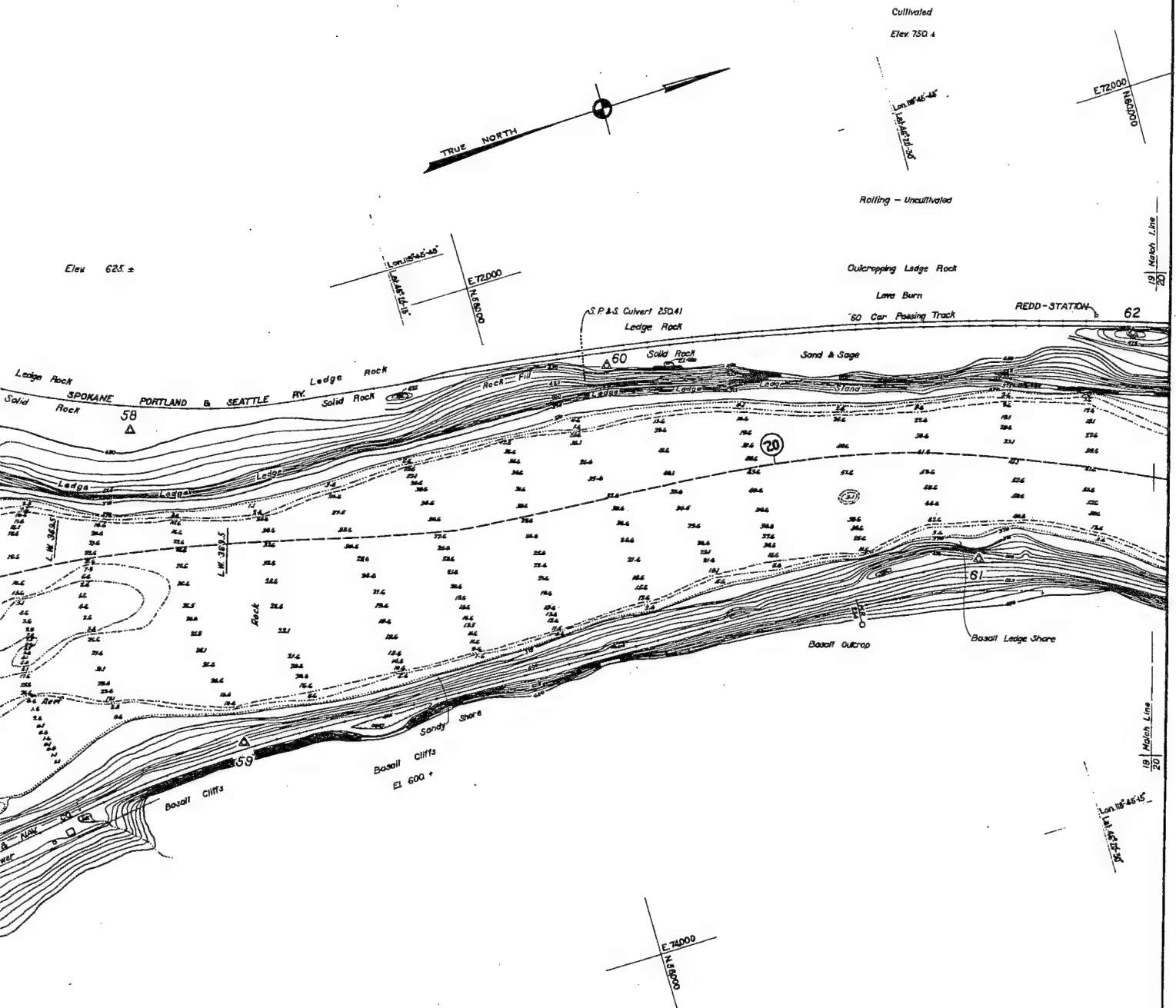
TRUE NORTH

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1983 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
0 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (18)





NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT IDAHO, EL. 512.05 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ————
5 FOOT DEPTH CURVE SHOWN THUS: ————
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (29)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (20)

SN-1-4/20
 H-9-2/19

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

INIS4SHEETS

SCALE 1:2,000

SHEET NO. 19

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

St. Williams
 Major, Corps of Engineers

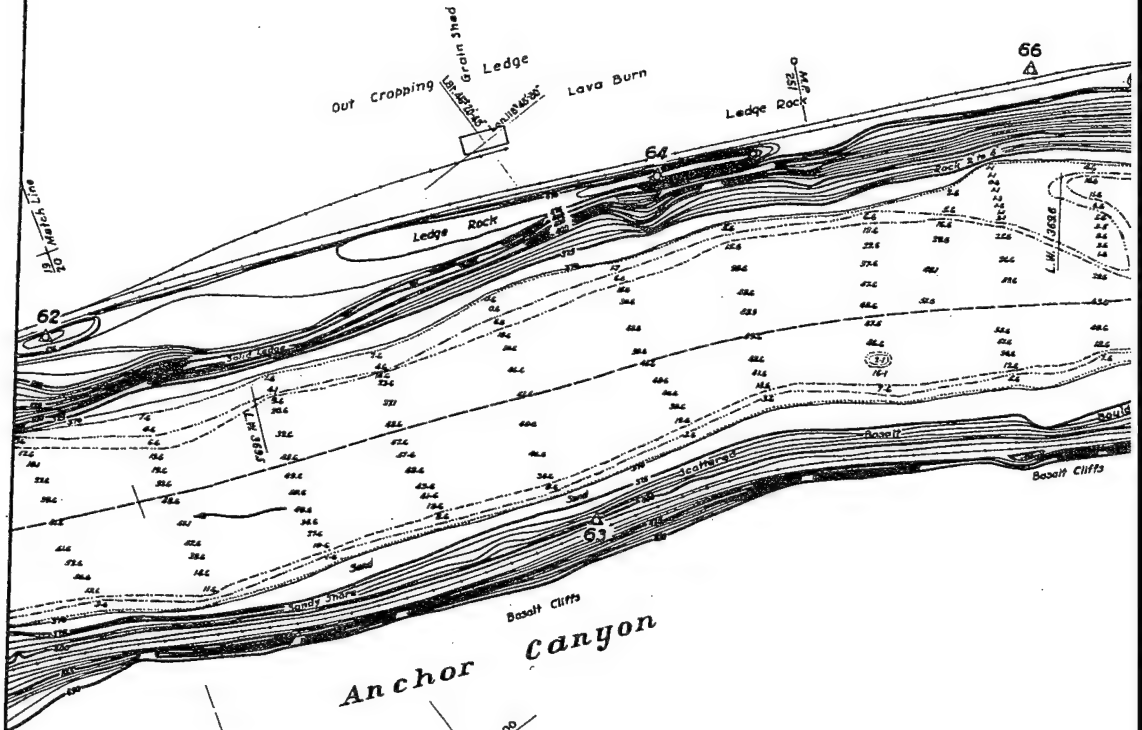
Drawn by C.A.D. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-12/19

High Land Cultivated
Elev. 750±

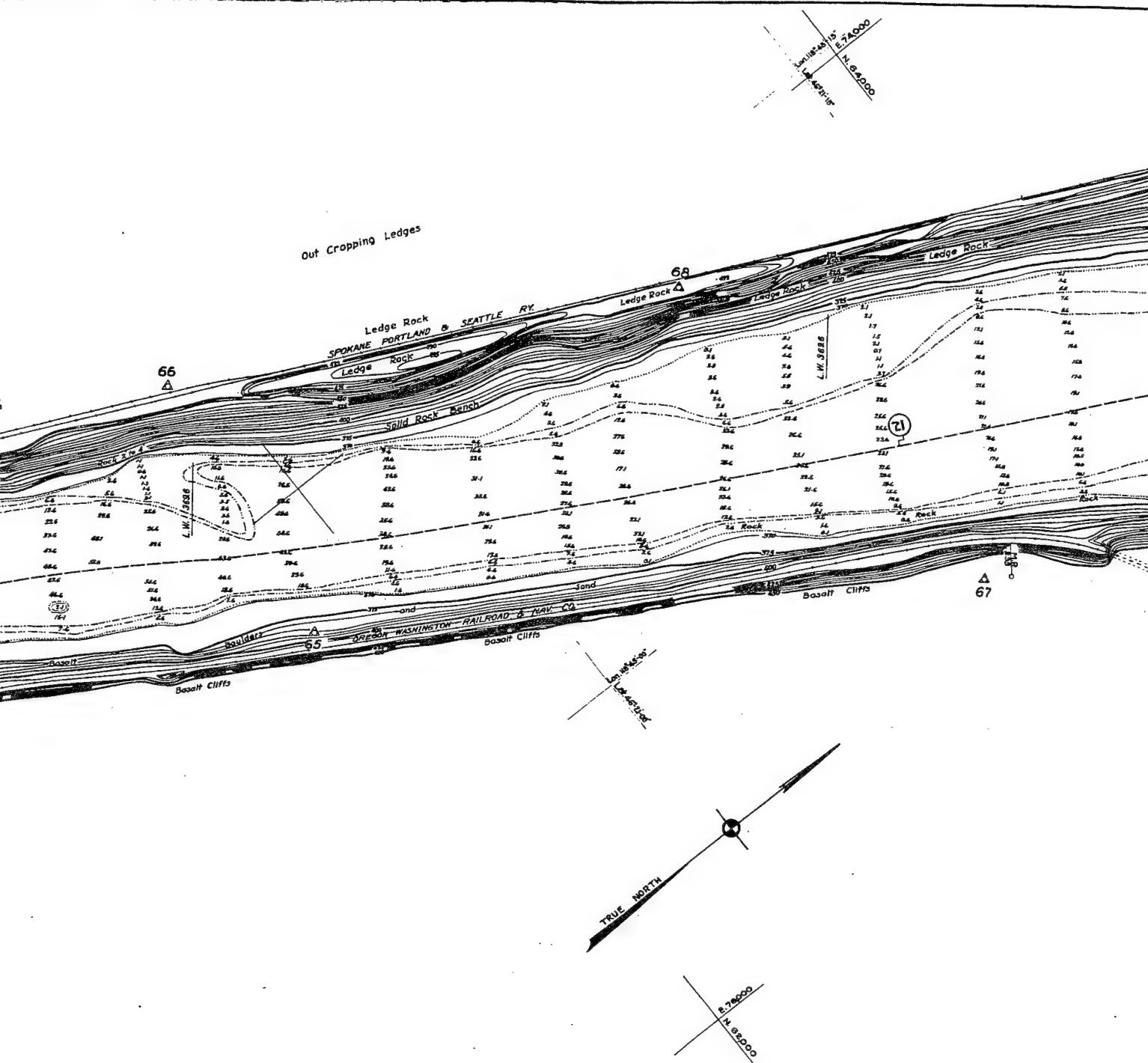
Elev. 600±



Anchor Canyon

E 7400
N 80000

N 80000
E 7400



Note:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIAN, EL. 512.03 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

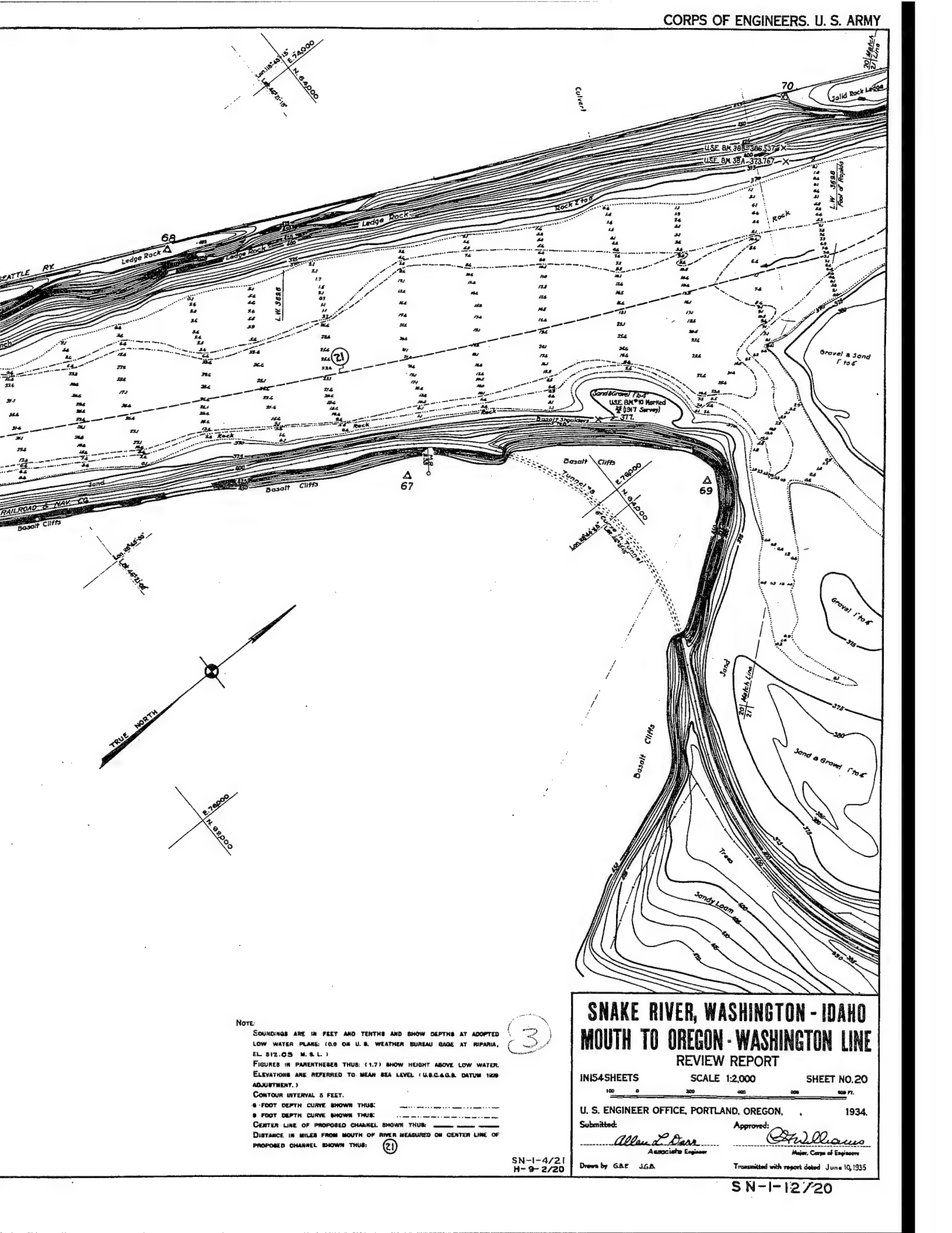
CONTOUR INTERVAL 5 FEET.

0 FOOT DEPTH CURVE SHOWN THUS: _____

0 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (21)



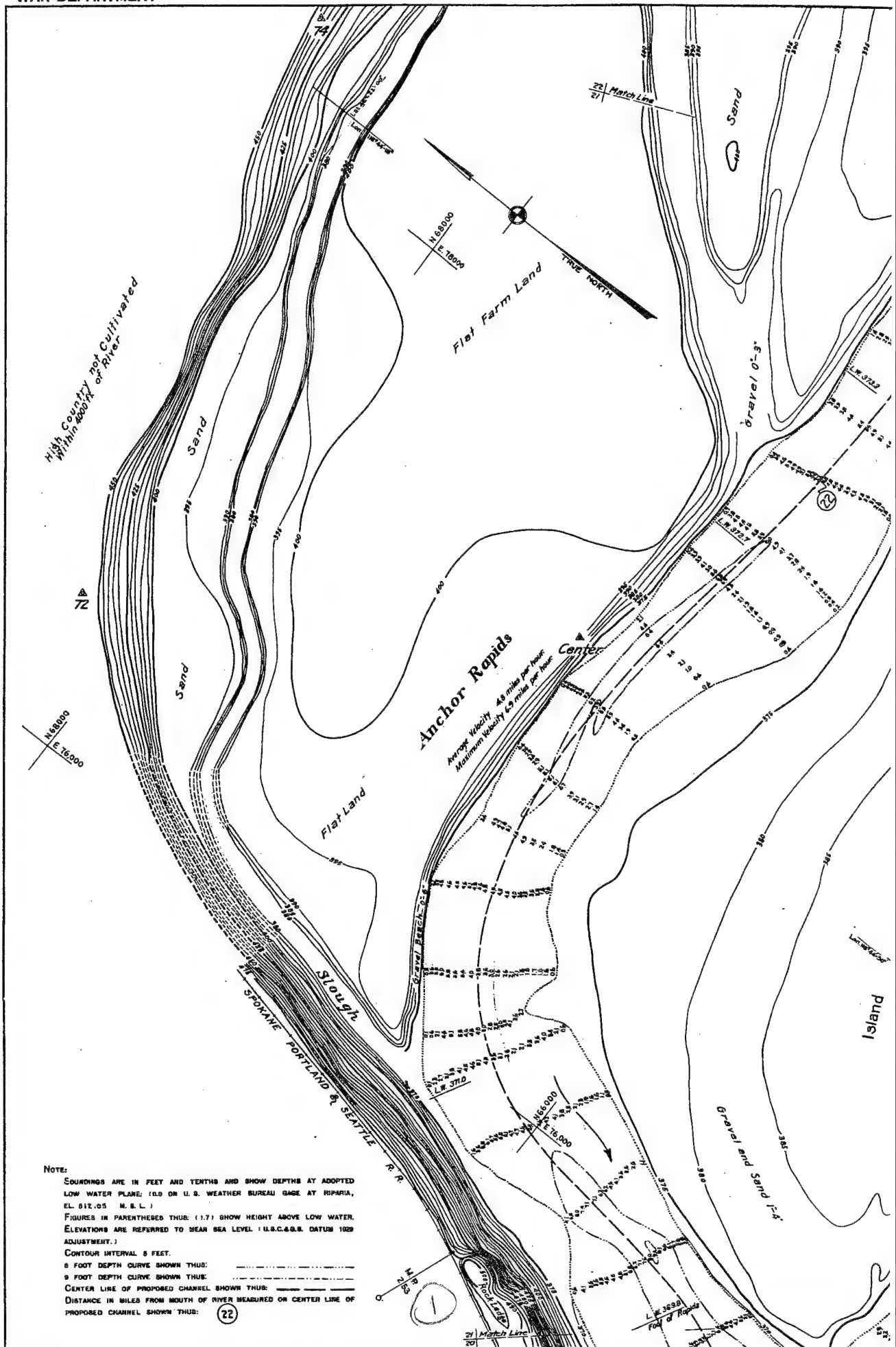
③

INIS4 SHEETS SCALE 1:2,000 SHEET NO.20

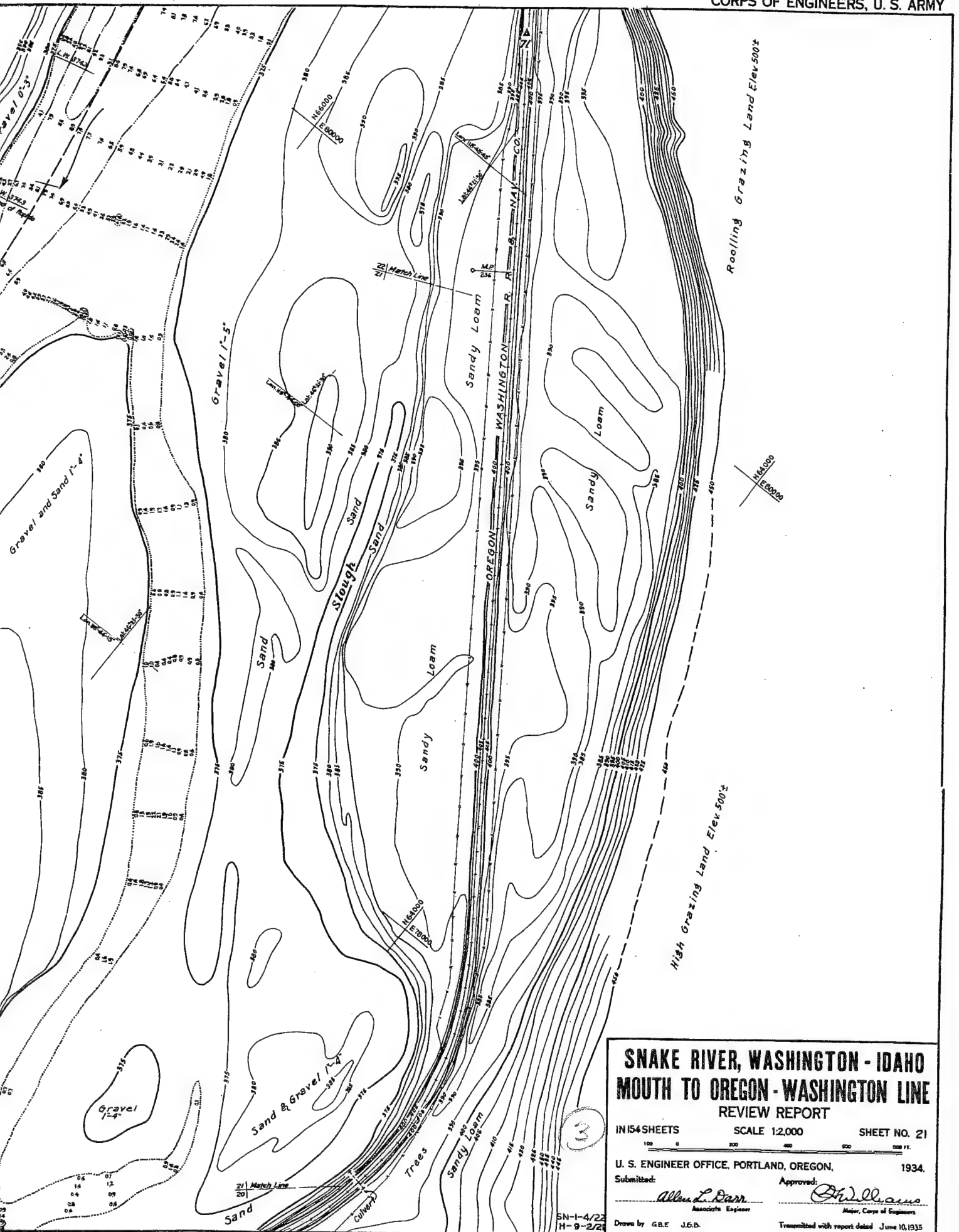
Drawn by GAE JGA Transmitted with report dated June 10, 1935

Drawn by GAE JGA

Transmitted with report dated June 10, 1935







Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 21

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Dam
Associate Engineer

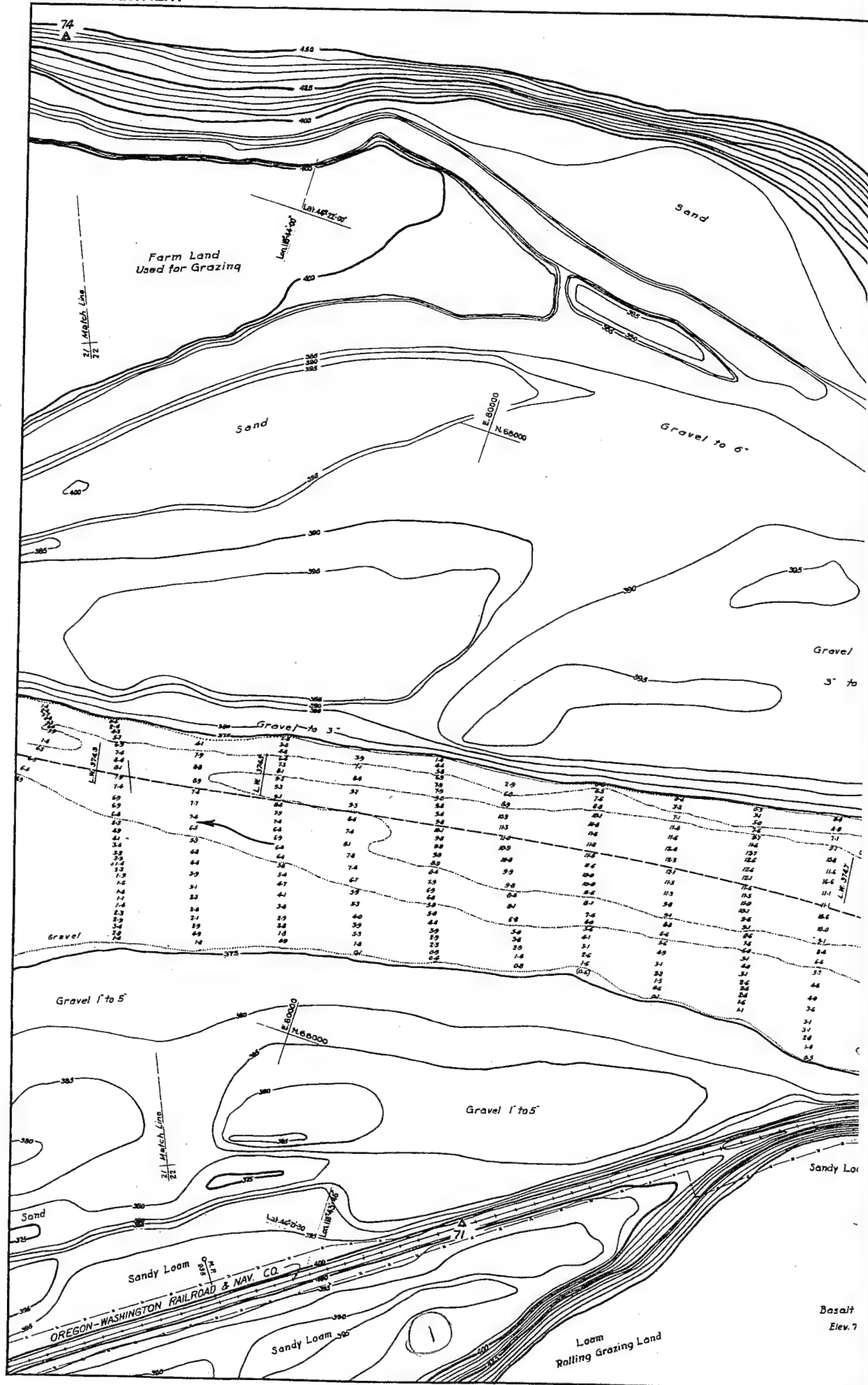
Dr. Williams
Major, Corps of Engineers

SN-I-4/22
H-9-2/21

Drawn by G.B.E. J.E.B.

Transmitted with report dated June 10, 1935

SN-I-12/21



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 8 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (23)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1928 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

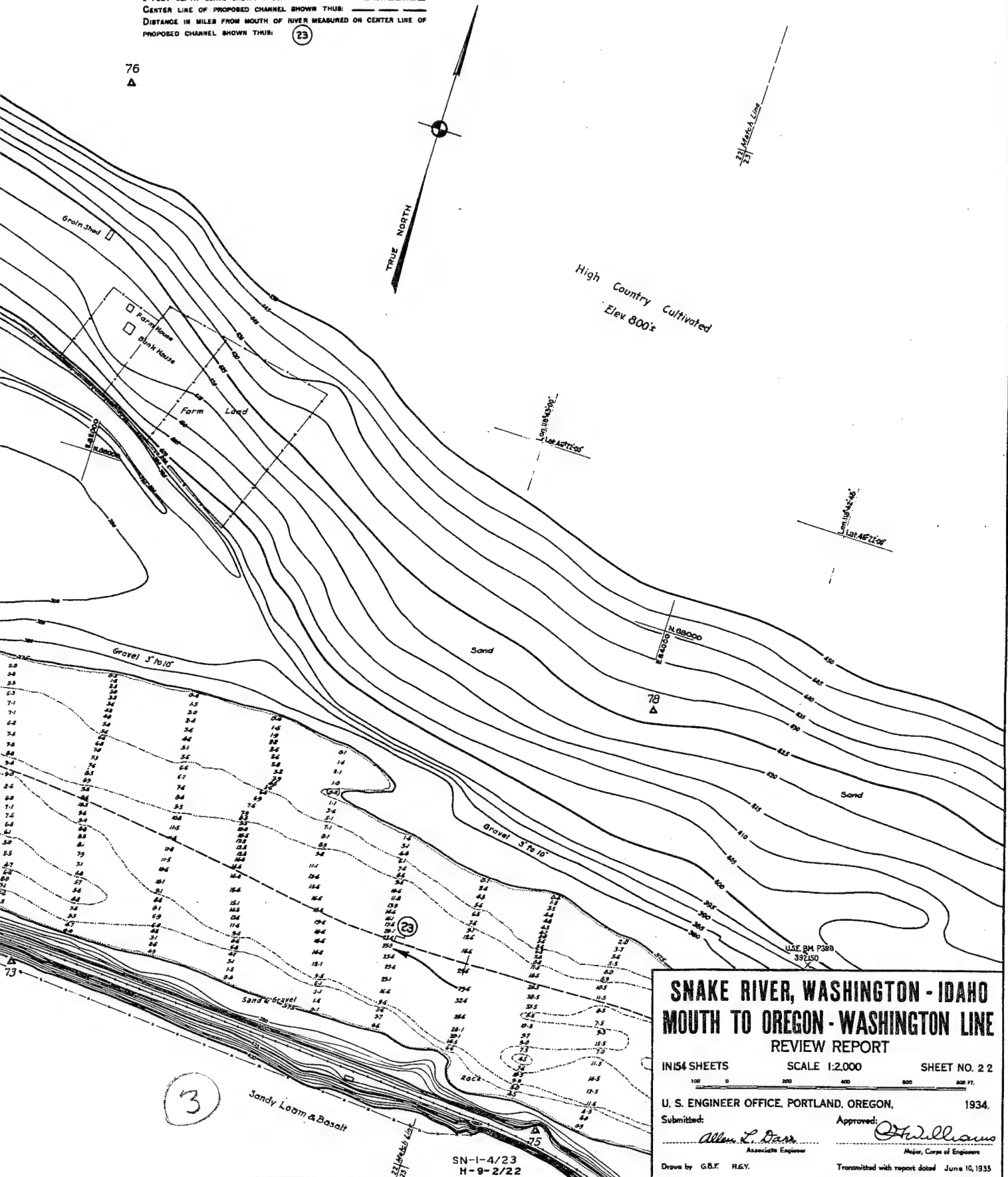
5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (23)

76



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 22

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Carr
Associate Engineer

W. Williams
Major, Corps of Engineers

Drawn by G.B.F. R.E.V.

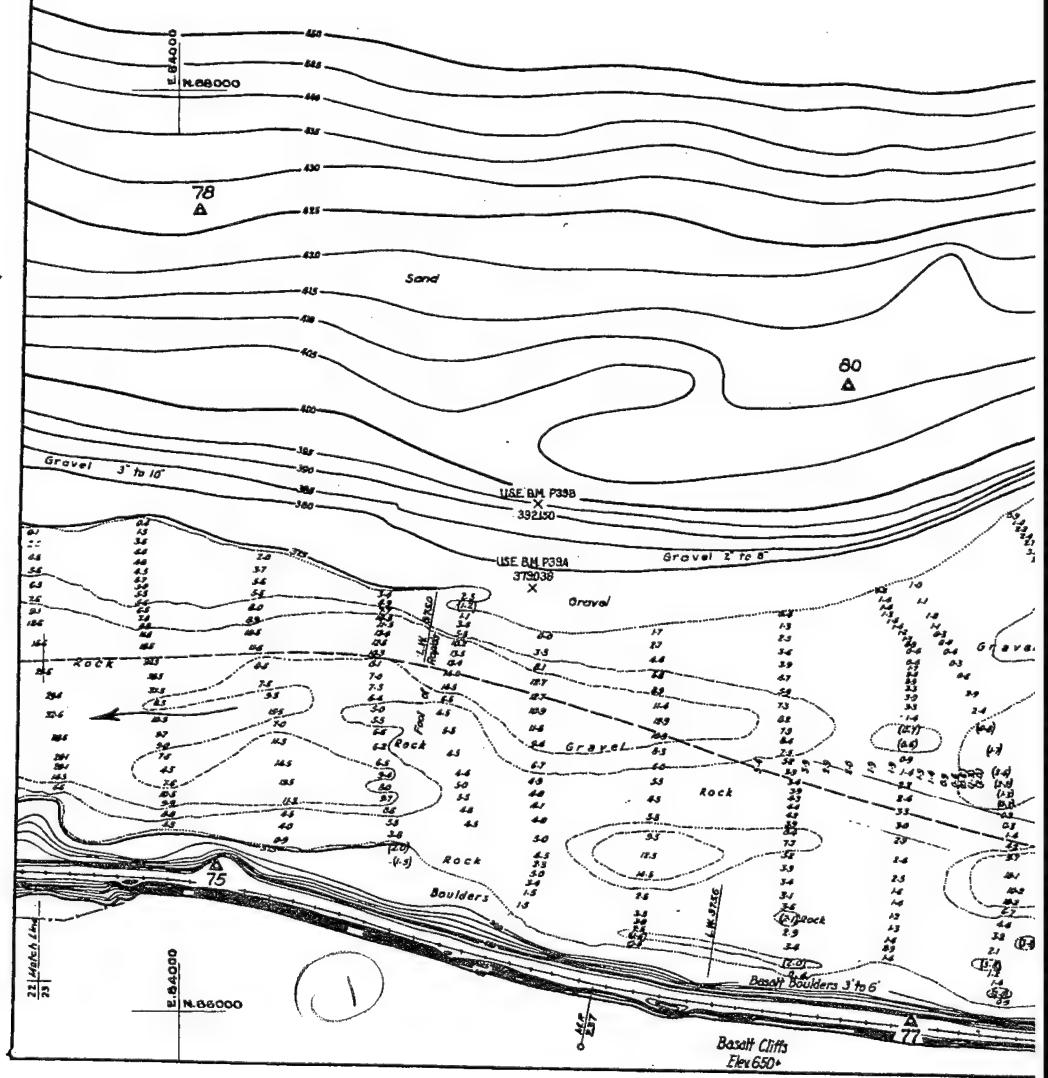
Transmitted with report dated June 10, 1935

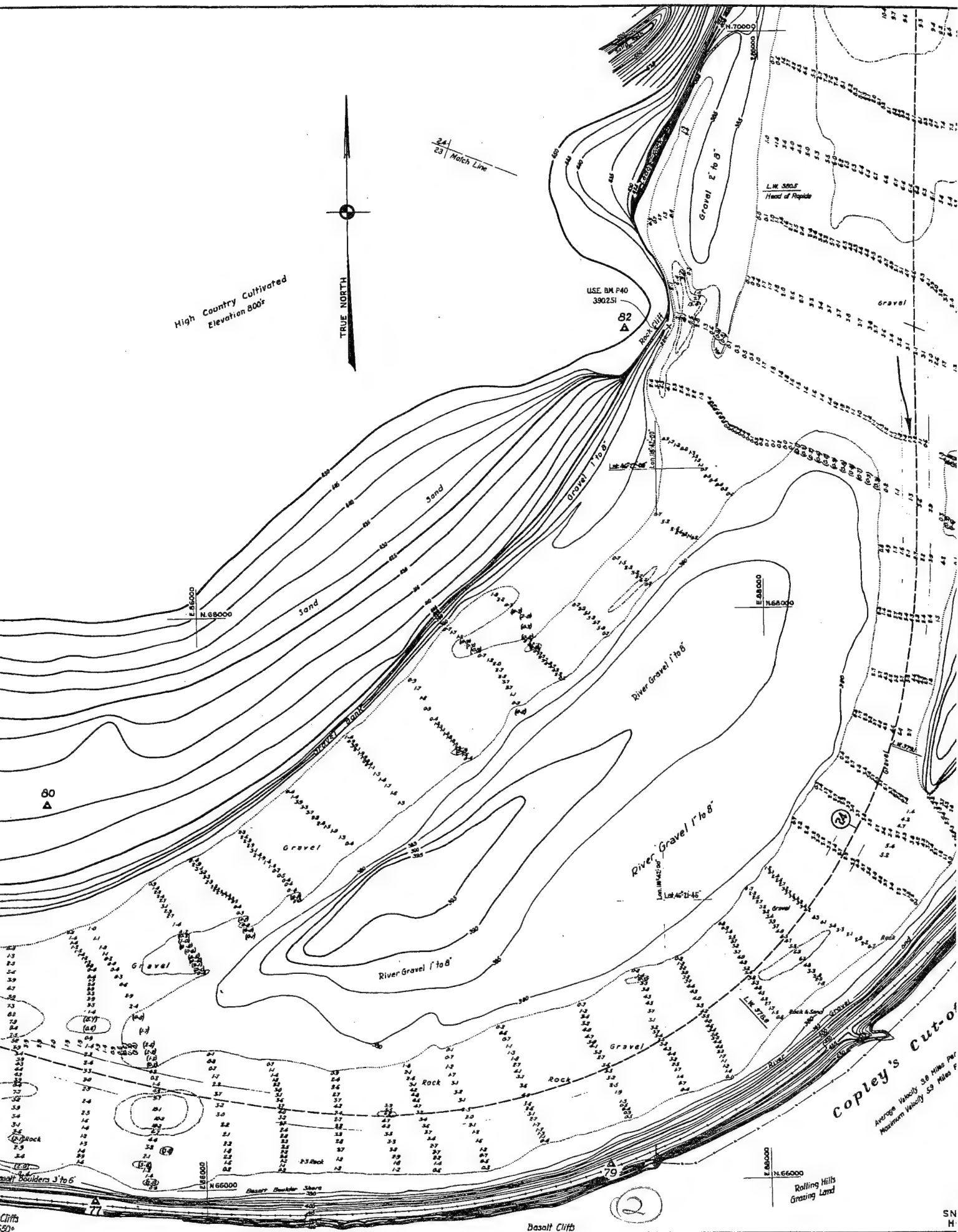
SN-I-4/23
H-9-2/22

SN-I-12/22

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NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADJUSTED
LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT NEWARK,
FL. 512.05 (N. & L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
8 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (2.4)

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 23

1934.

Approved:

Associate Engineer

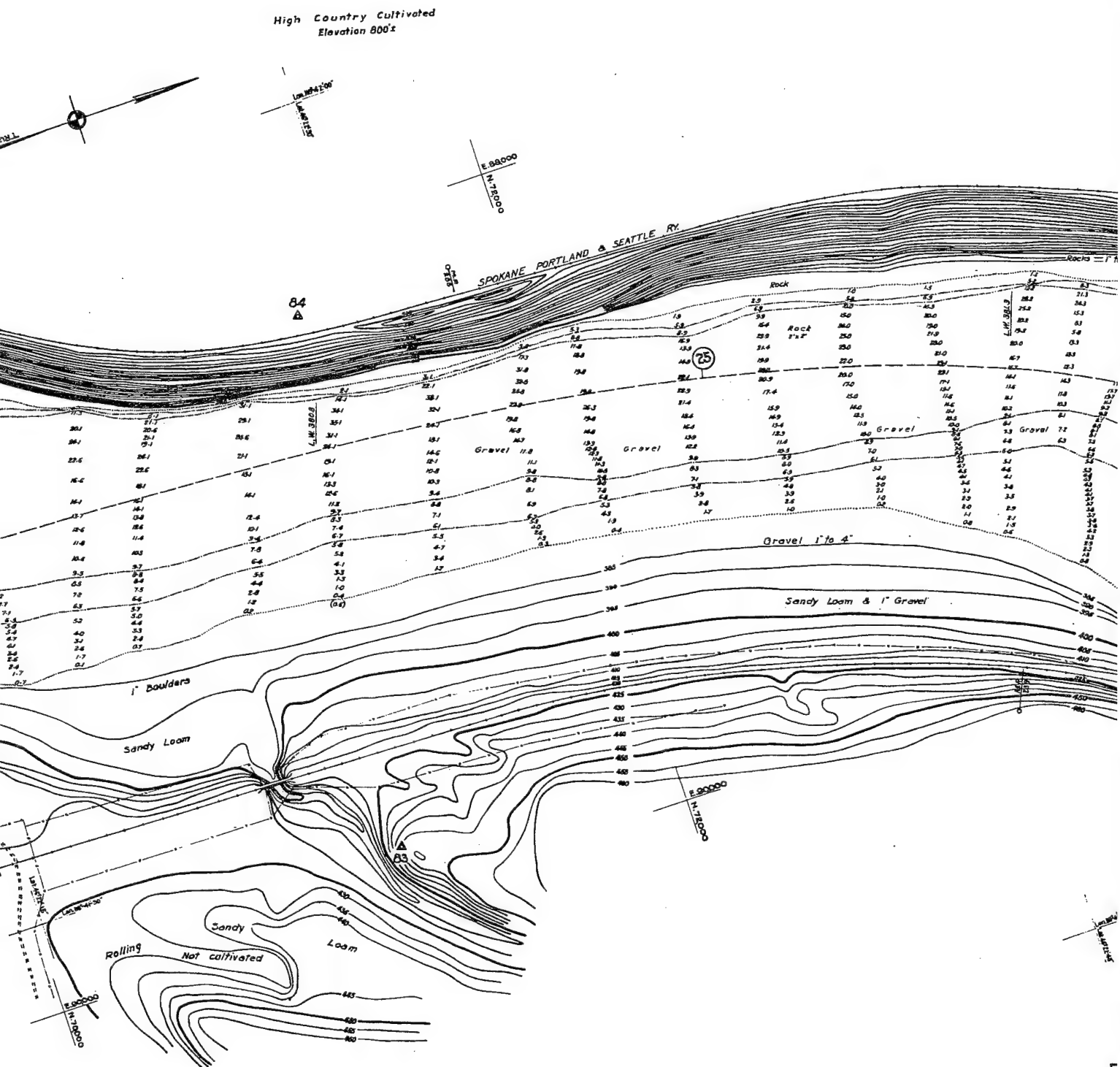
Major, Corps of Engineers

Transmitted with report dated June 10, 1935

SN-1-4/24
H-9-2/23

SN-1-12/23





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT REPARA, EL. 512.05 M. S. L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

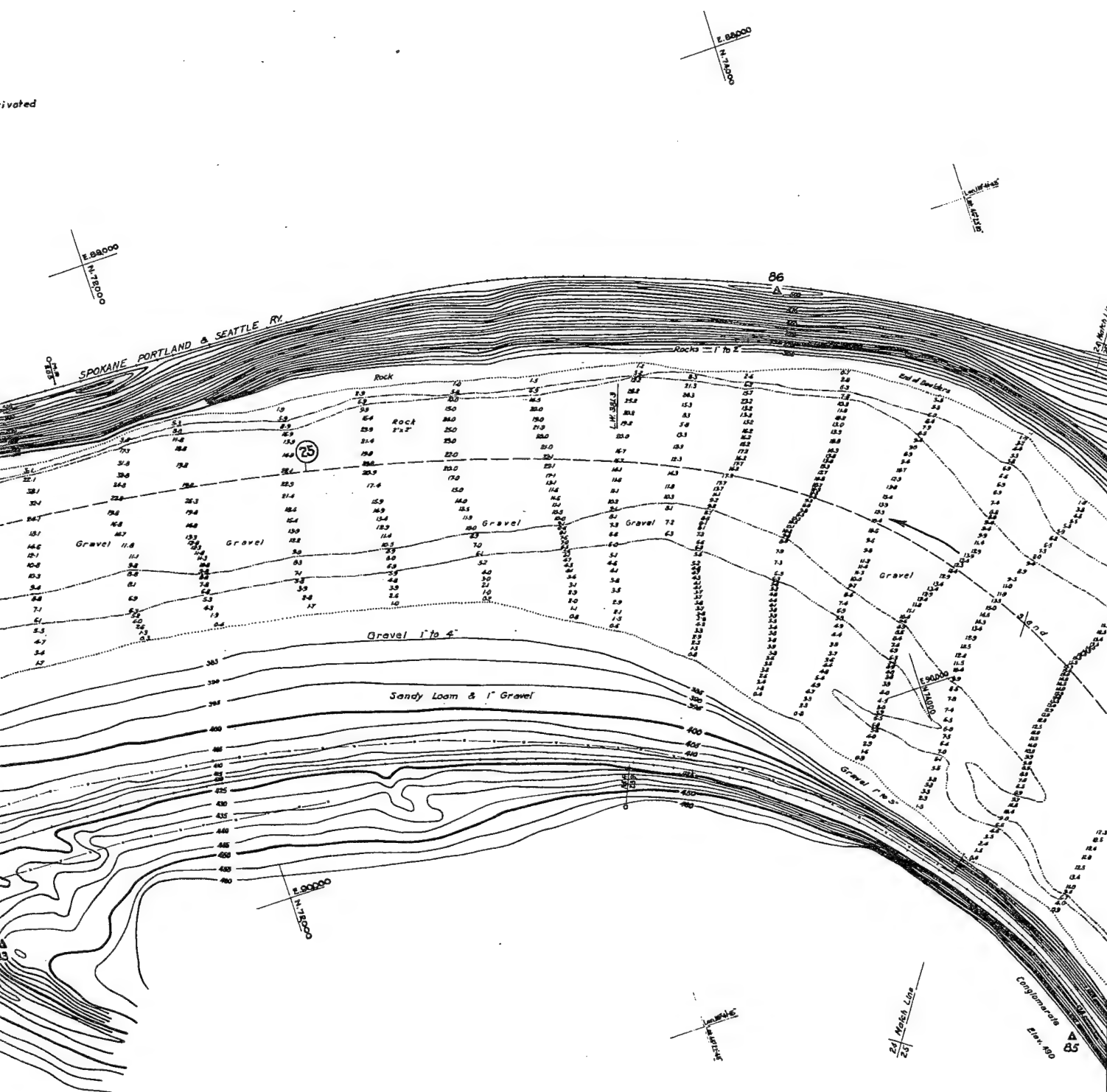
8 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (25)

SN-1-4/25
H-9-2/24

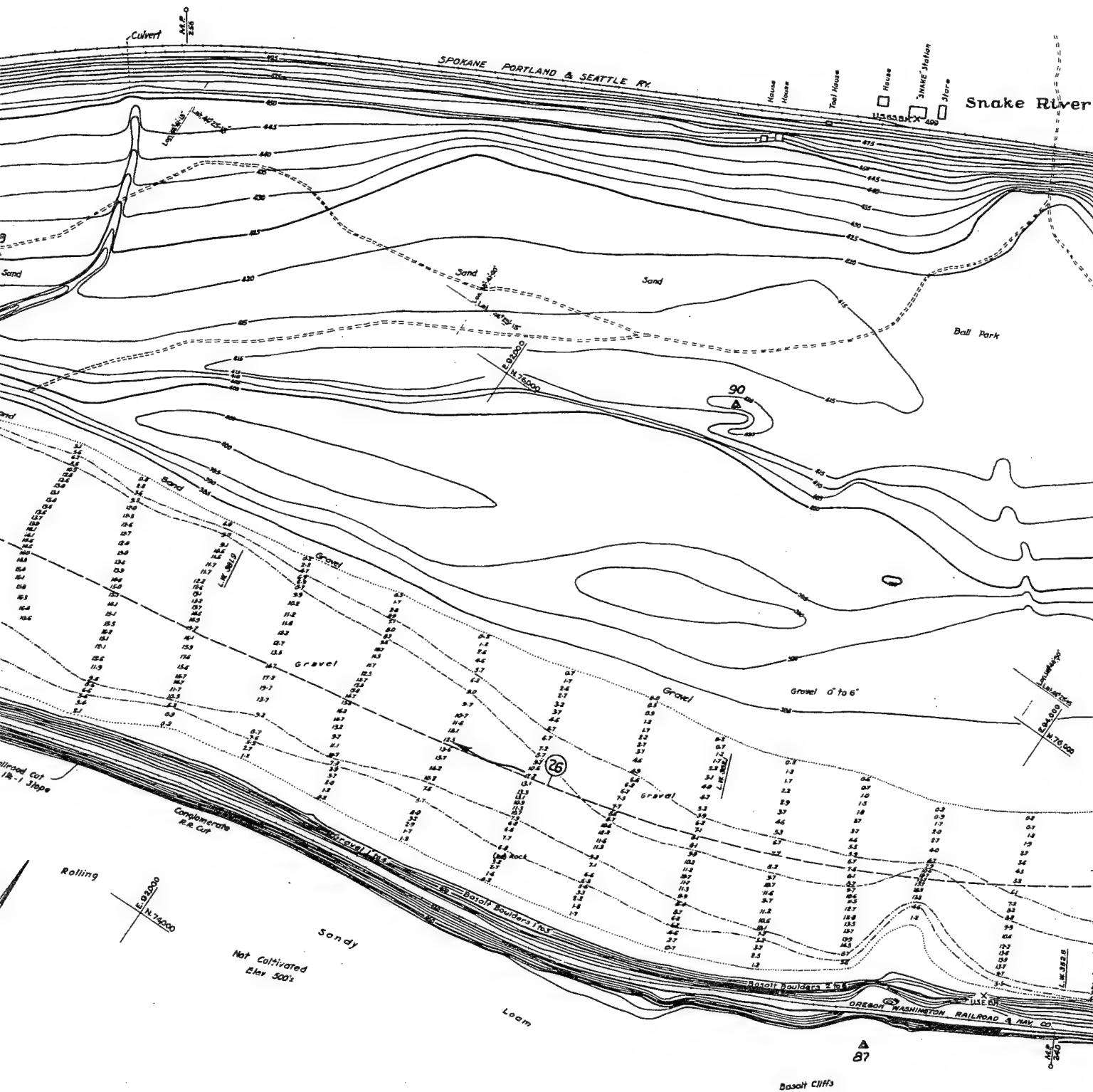


SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT ROPARIA,
EL. 512.05 M.S.L.
ELEVATIONS IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
FIGURES ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929
ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (25)

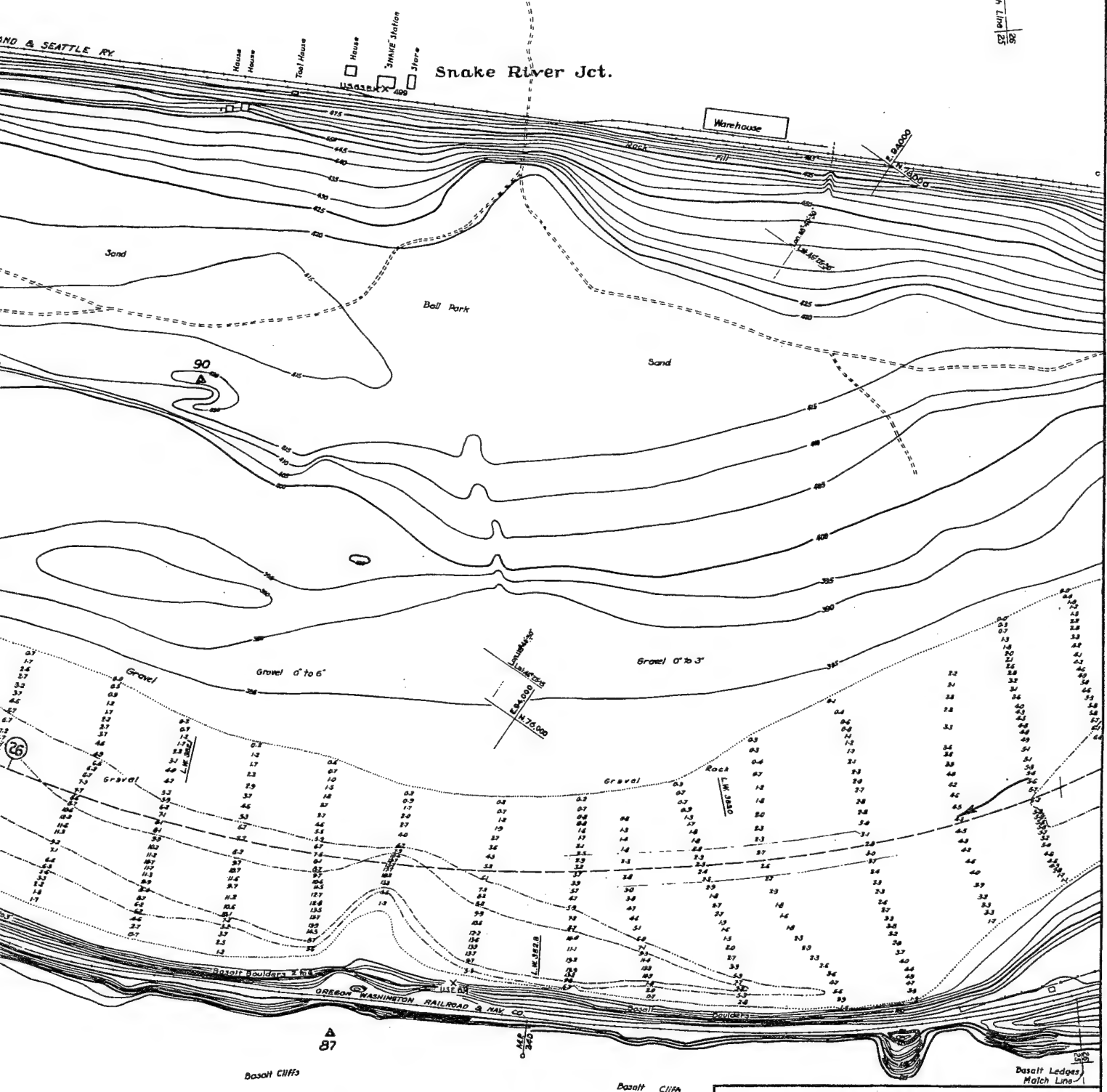
Transmitted with report dated June 10, 1935.

SN-1-12/24

[illegible]



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GN
 EL. 812.03 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AND
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. &
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
 PROPOSED CHANNEL SHOWN THUS: (26)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (100 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (26)

SN-1-4/26
H-9-2/25

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 25

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

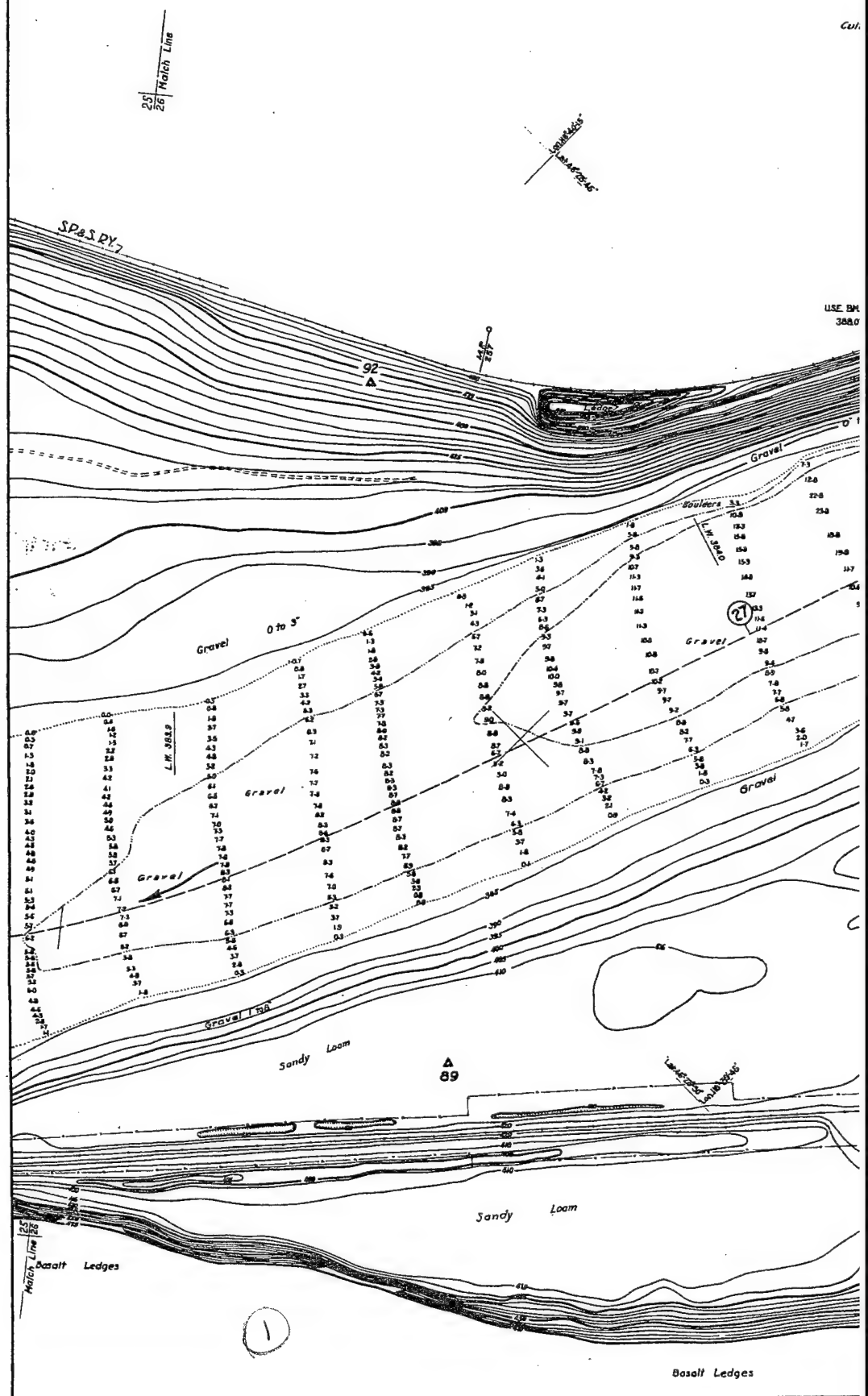
Allen L. Davis
Associate Engineer

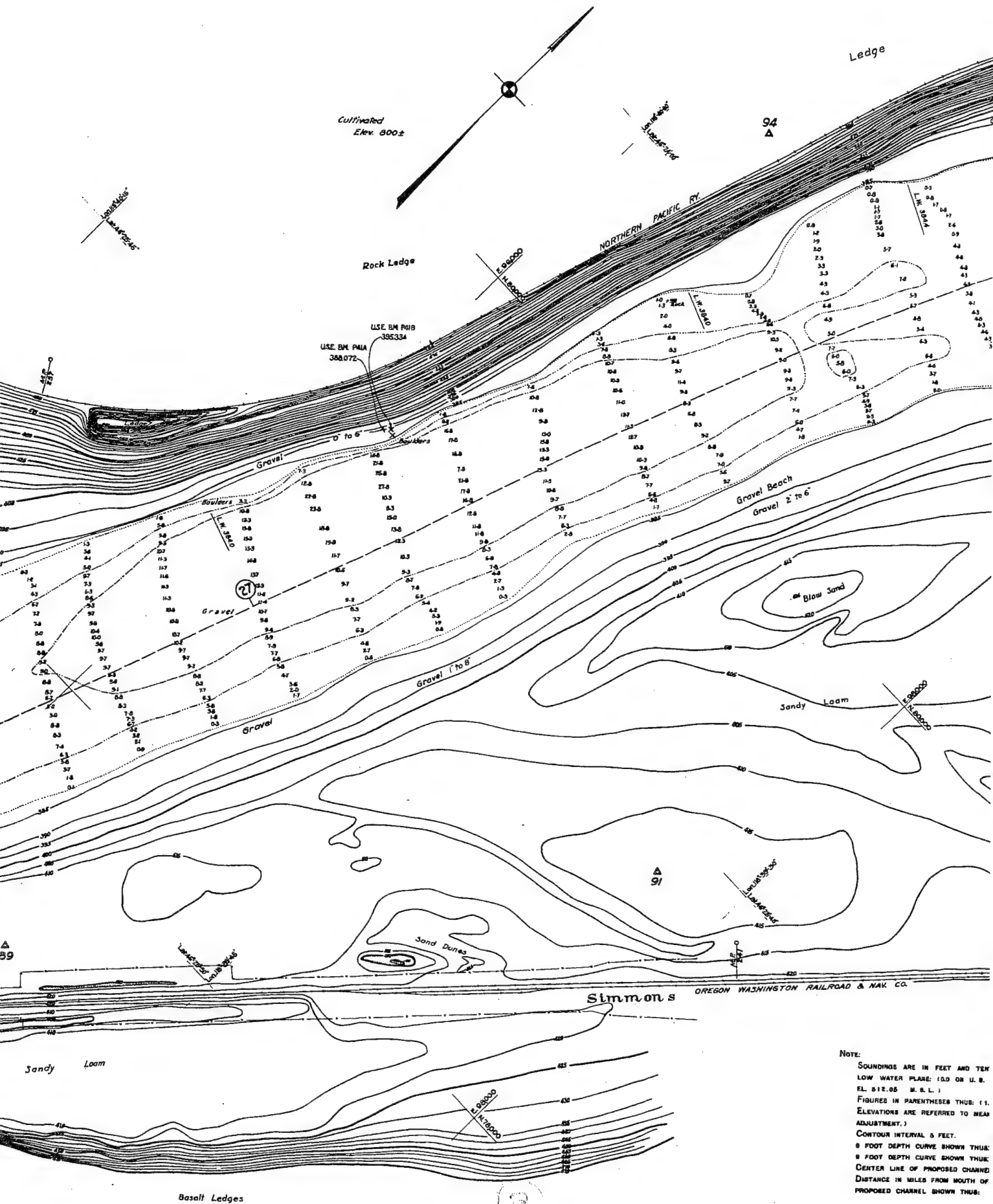
W. Williams
Major, Corps of Engineers

Drawn by G.B.E. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/25





NOTE:
 SOUNDINGS ARE IN FEET AND TEN
 LOW WATER PLANE: (0.0 ON U. S.
 EL. 812.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.1
 ELEVATIONS ARE REFERRED TO MEAN
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS:
 8 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL
 DISTANCE IN MILES FROM MOUTH OF
 PROPOSED CHANNEL SHOWN THUS:



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RICHMOND, EL. 512.85 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (27)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 26

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

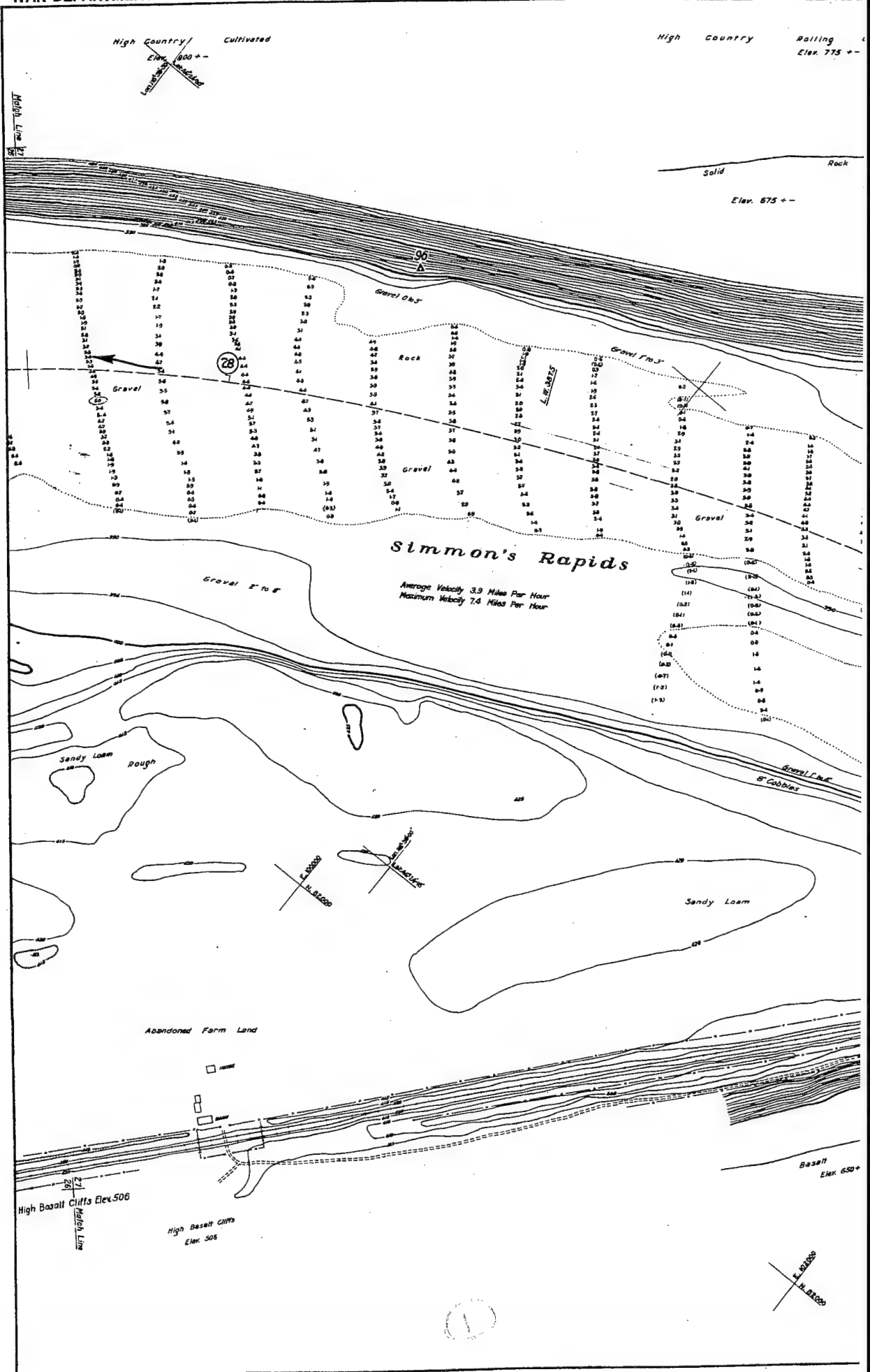
W. Williams
Major, Corps of Engineers

Drawn by G.B.F. R.S.V.

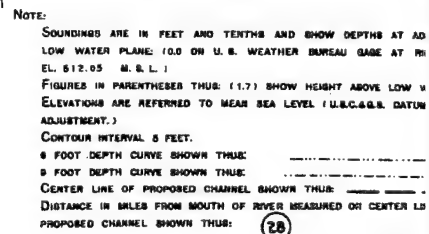
Transmitted with report dated June 12, 1935.

SN-I-4/27
H-9-2/26

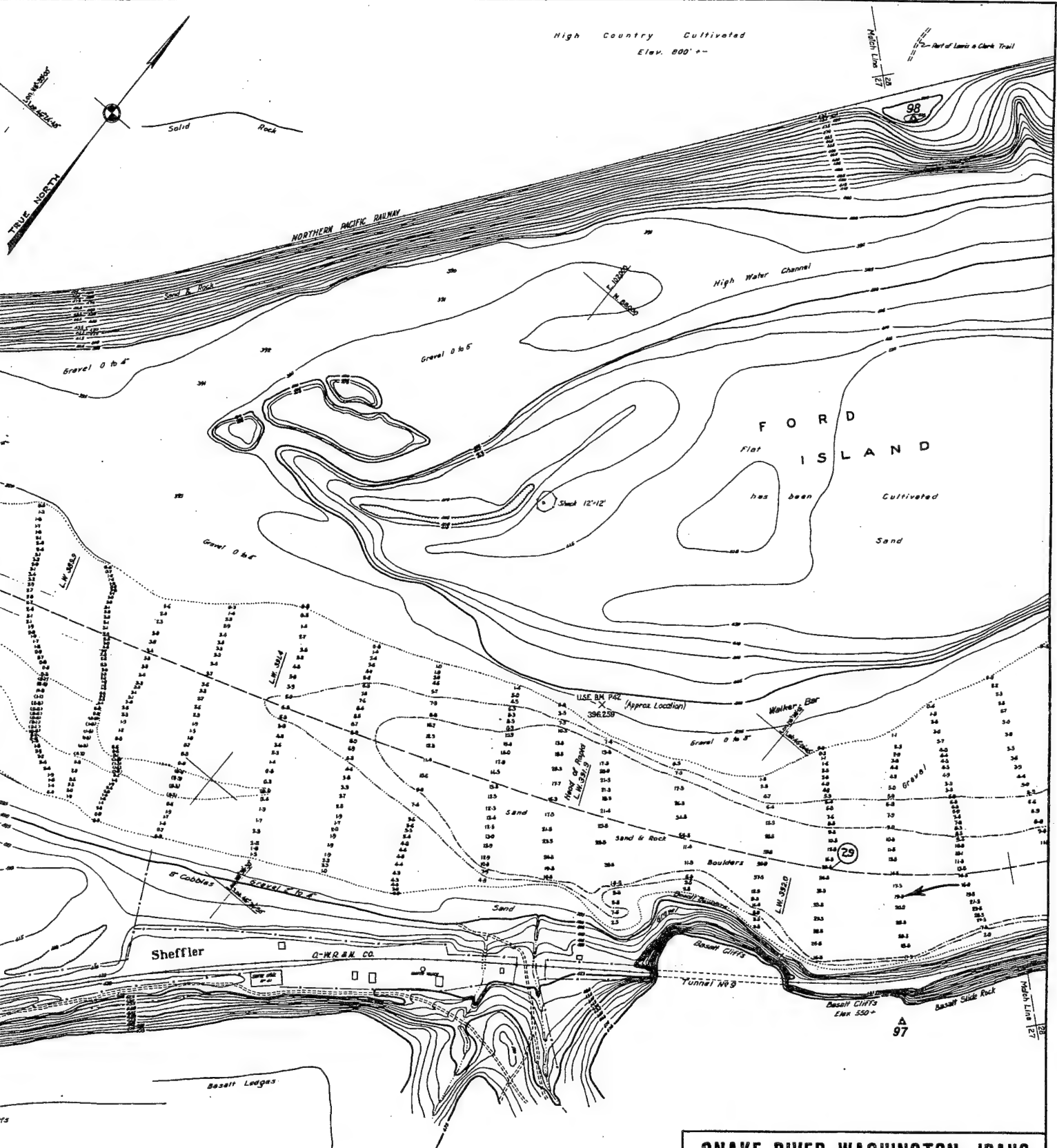
SN-I-12/26



High Coal



SN-1
H-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: ————

(28)

SN-1-4/28
H-8-2/27

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN154 SHEETS

SCALE 1:2,000

SHEET NO. 27

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen C. Darr
Associate Engineer

William
Major, Corps of Engineers

Drawn by R.C.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/27

The map depicts Ford Island, a large landmass with numerous contour lines indicating elevation. A prominent feature is the "High Water Channel" running along the eastern side of the island. The area around the island is labeled "has been cultivated". Various soundings are provided throughout the water areas, with some numbers in parentheses indicating height above low water. Contour intervals are marked as 5 feet. A note at the bottom left explains the symbols used for soundings, depths, and distances. The map also shows a "Gravel" area near the western shore and a "Shell - Boulder Shoal" near the southern tip. A scale bar indicates a distance of 10 miles from the mouth of the river.

Note:

- SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M.S.L.)
- FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
- CONTOUR INTERVAL 5 FEET.
- 5 FOOT DEPTH CURVE SHOWN THUS: ————
- 5 FOOT DEPTH CURVE SHOWN THUS: - - - - -
- CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
- DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

(30)

SOUNDINGS ARE IN FEET AND TENTHS AND SNOW DEPTHS AT ADOPTED
LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA,
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929
ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

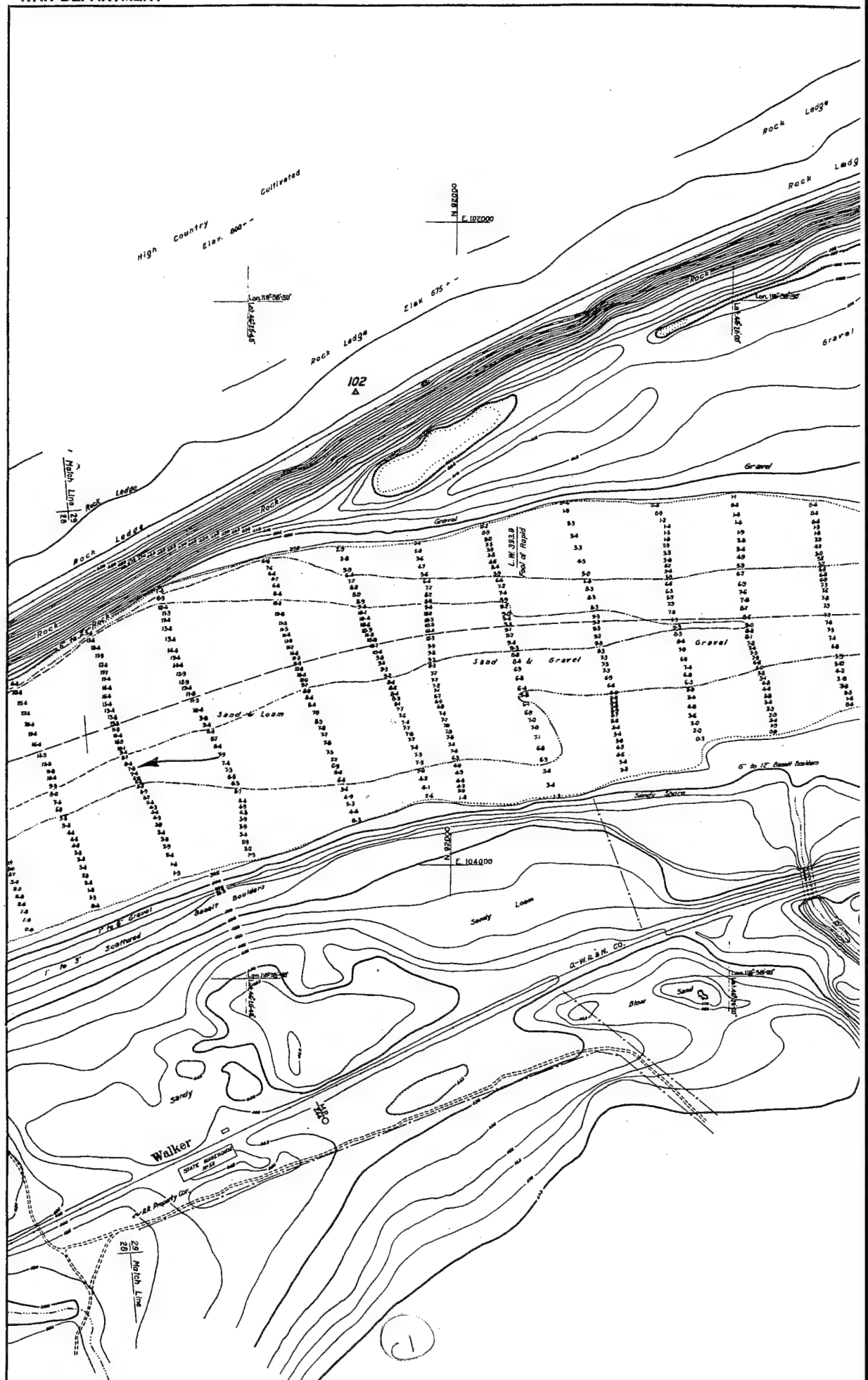
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

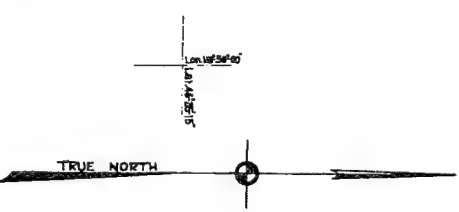
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (30)





SN-1-12728





SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT KUPARUA, EL. 912.0 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL: 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

8 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (33)

33

A
103

SHEET NO. 29

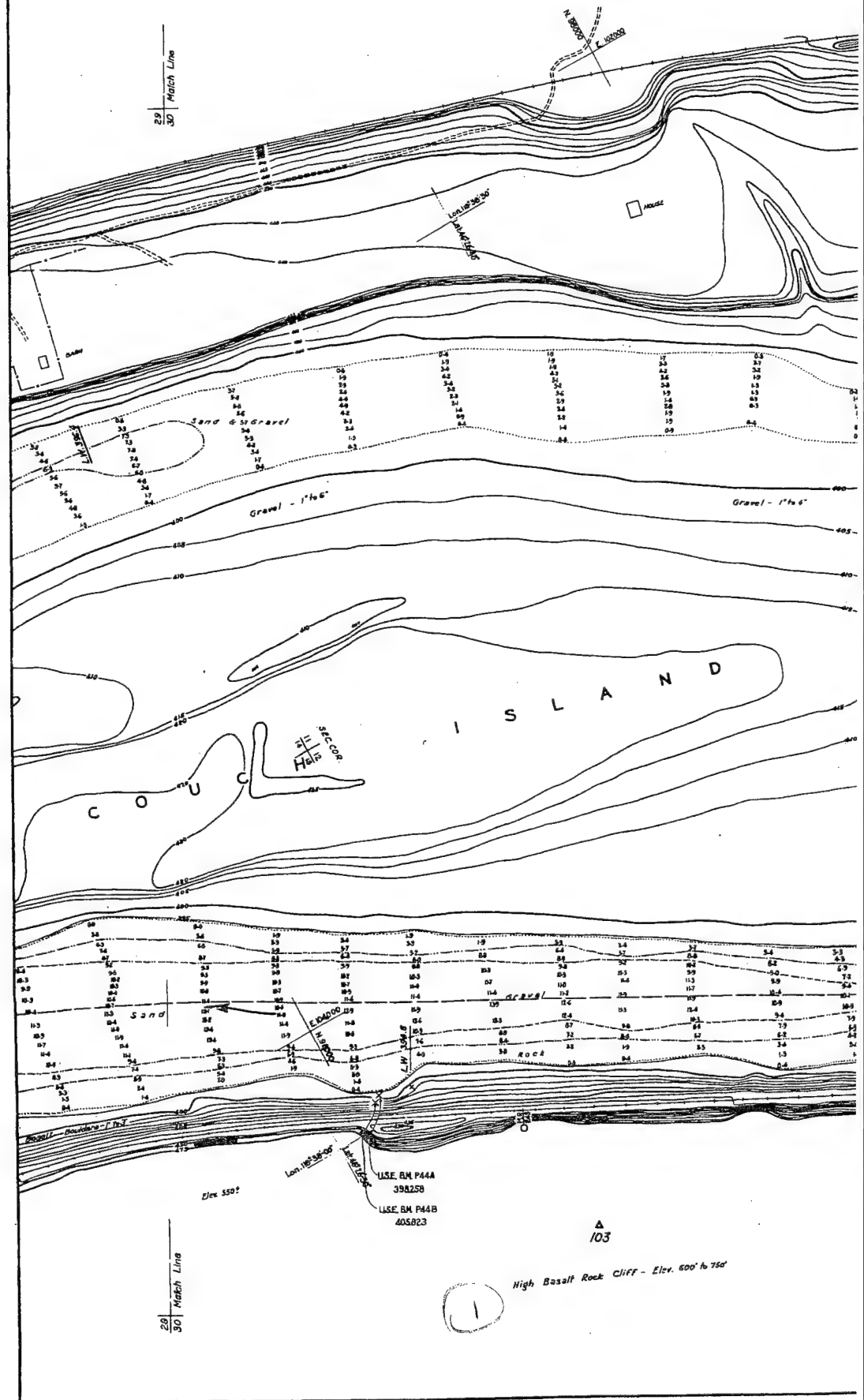
1934.

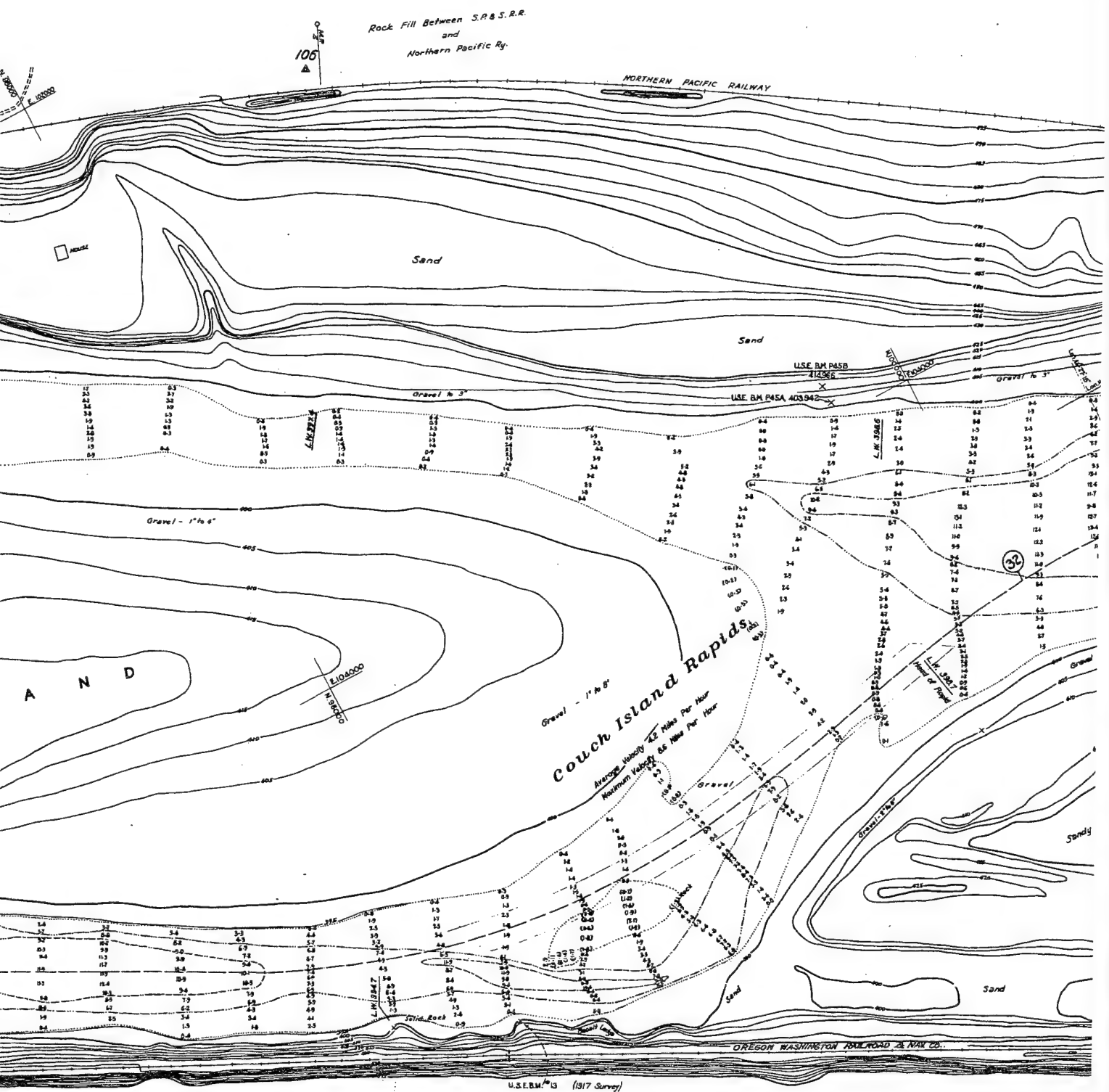
Approved:

W. Williams
Major, Corps of Engineers

Transmitted with report dated June 10, 1935.

SN-1-12729





103

Rock Cliff - Elev. 600' to 750'

1035545
1035245

TRUE NORTH

2

1035545
1035245

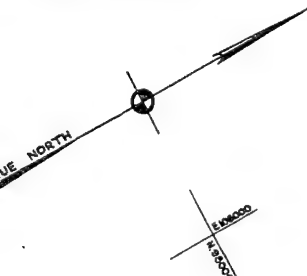
High Basalt
Elev. 6503

Note:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW
LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU
SL. 612.05 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.
ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: ---
8 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED
PROPOSED CHANNEL SHOWN THUS: (32)

High Country-Cultivated
Elev. 850'

S. R. R.

Ry.



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA, EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

8 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (32)

SN-I-4/31
H-9-2/30

Snake River, Washington - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 30

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. J. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935.

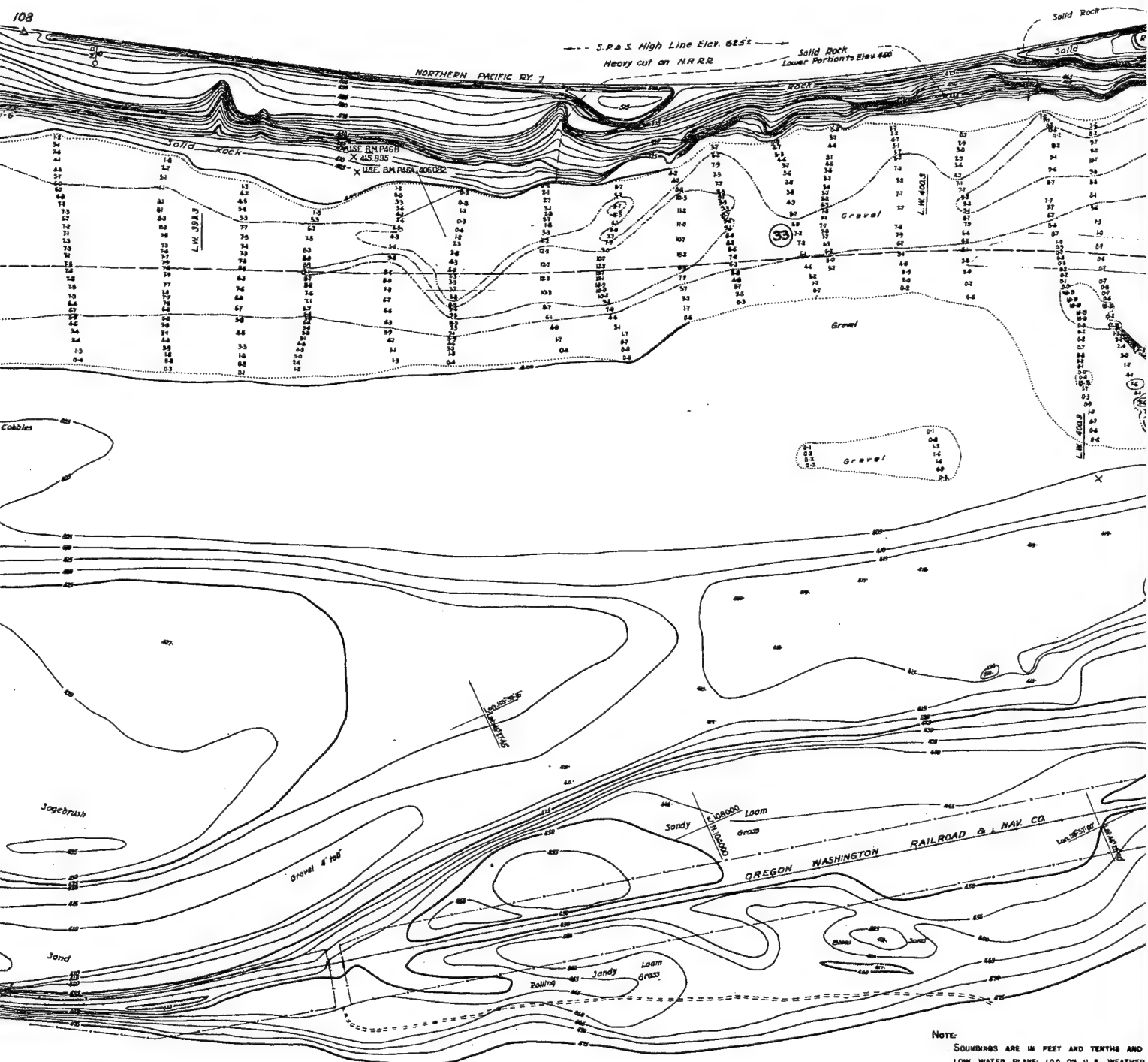
SN-I-12/30

[illegible]

Edge Rock Outcrop
Elevation 700±

TRUE NORTH

Ledge Rock Outcrop
Elevation 700±



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND
LOW WATER PLANE: 10.0 ON U. S. WEATHER
EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ---
9 FOOT DEPTH CURVE SHOWN THUS: - - -
CENTER LINE OF PROPOSED CHANNEL SHOWN
DISTANCE IN MILES FROM MOUTH OF RIVER IN
PROPOSED CHANNEL SHOWN THUS: (33)



Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 31

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr

H. Williams

Associate Engineer

Major, Corps of Engineers

Drawn by G.B.E. R.C.Y.

Transmitted with report dated June 10, 1935.

SN-1-4/32
H-9-2/31

SN-1-12/31

WAR DEPARTMENT

High Country Cultivated
Elevation 850's

High

N. 1085000
E. 1065000

Rock Out Crop
Elevation 700's

31
32 Match Line

Grade 0.0 Elevation 496.6

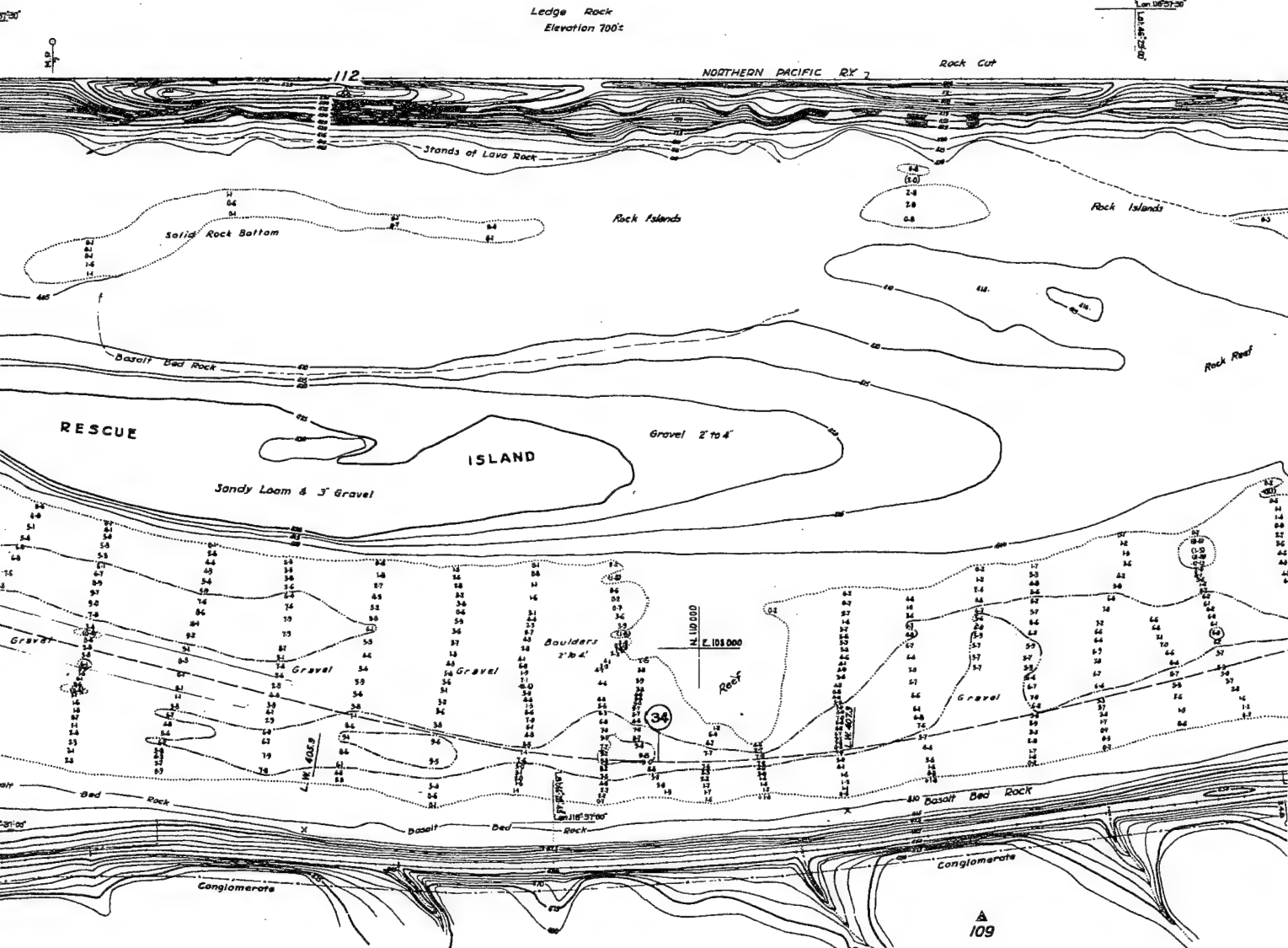


Rolling - Not Cultivated
Elevation 500-600

High Country Cultivated
Elevation 850±

N 100 000
E 106 000

Ledge Rock
Elevation 700±



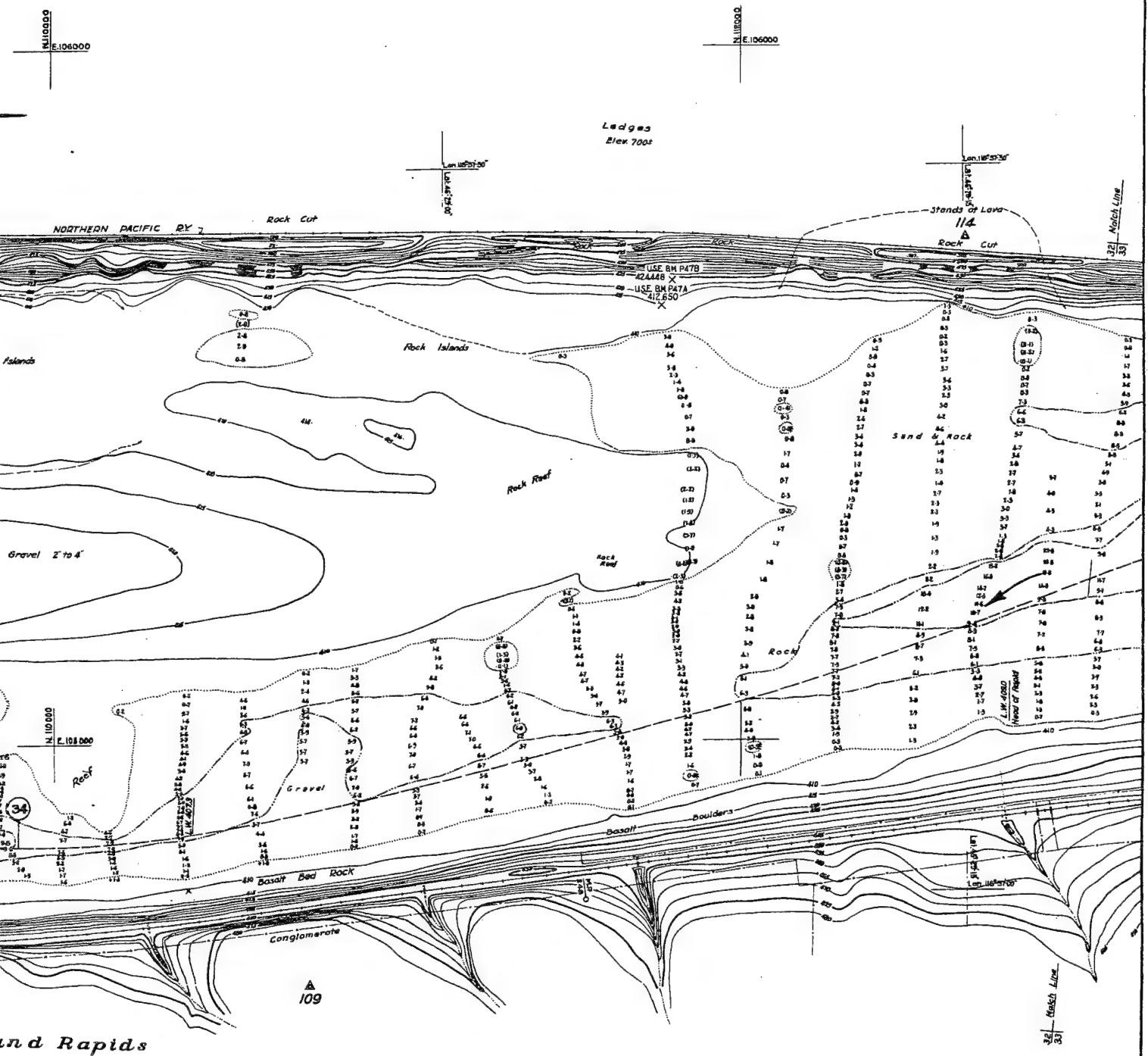
Rescue Island Rapids

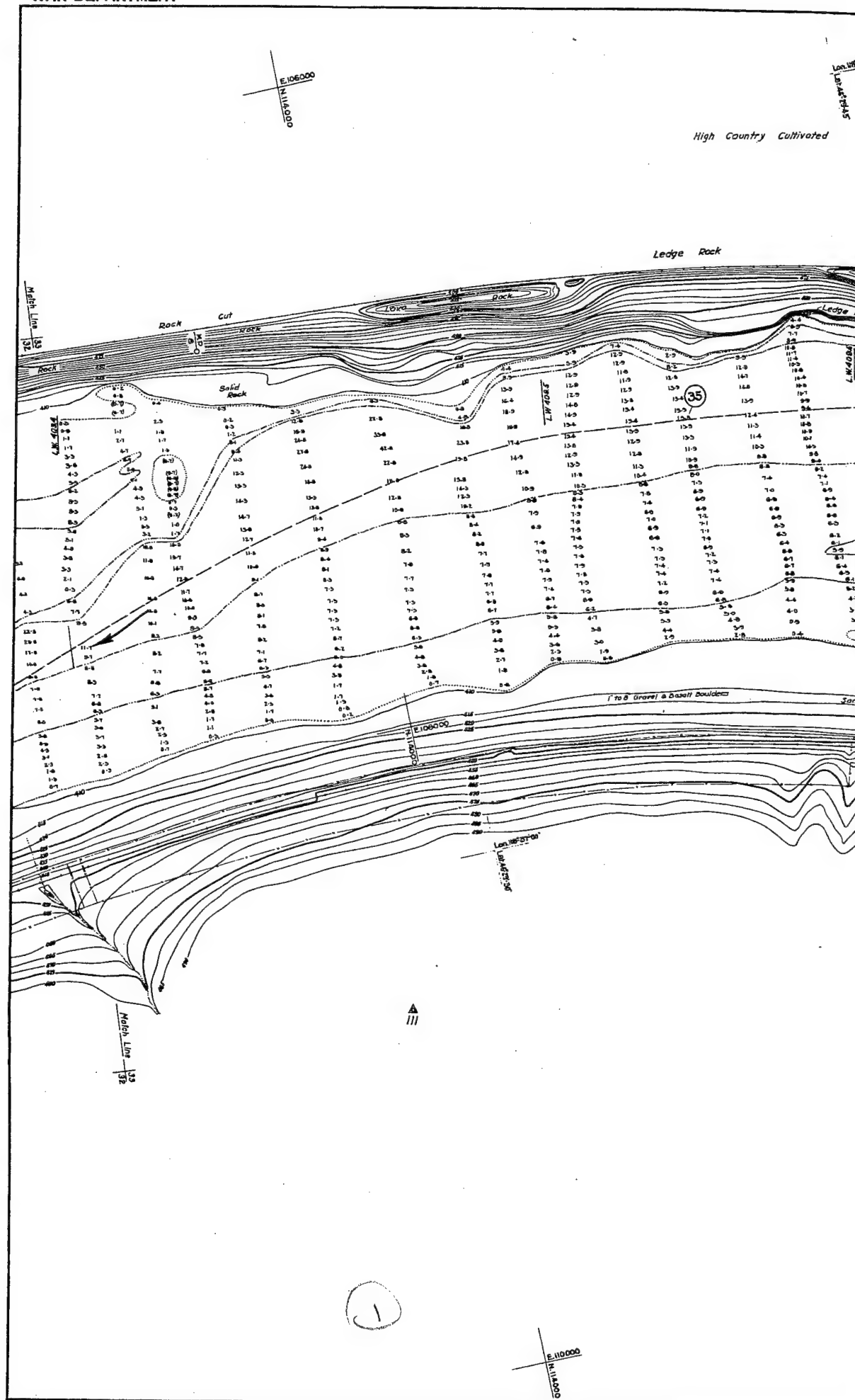
Rolling - Not Cultivated
Elevation 500-600

Average Velocity 4.4 Miles Per Hour
Maximum Velocity 5.3 Miles Per Hour

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH
LOW WATER PLANE 100 ON U. S. WEATHER BUREAU GM
EL. 812.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
8 FOOT DEPTH CURVE SHOWN THUS: -----
9 FOOT DEPTH CURVE SHOWN THUS: -----
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS: (34)





High Country Cultivated
Elev. 800±

TRUE NORTH

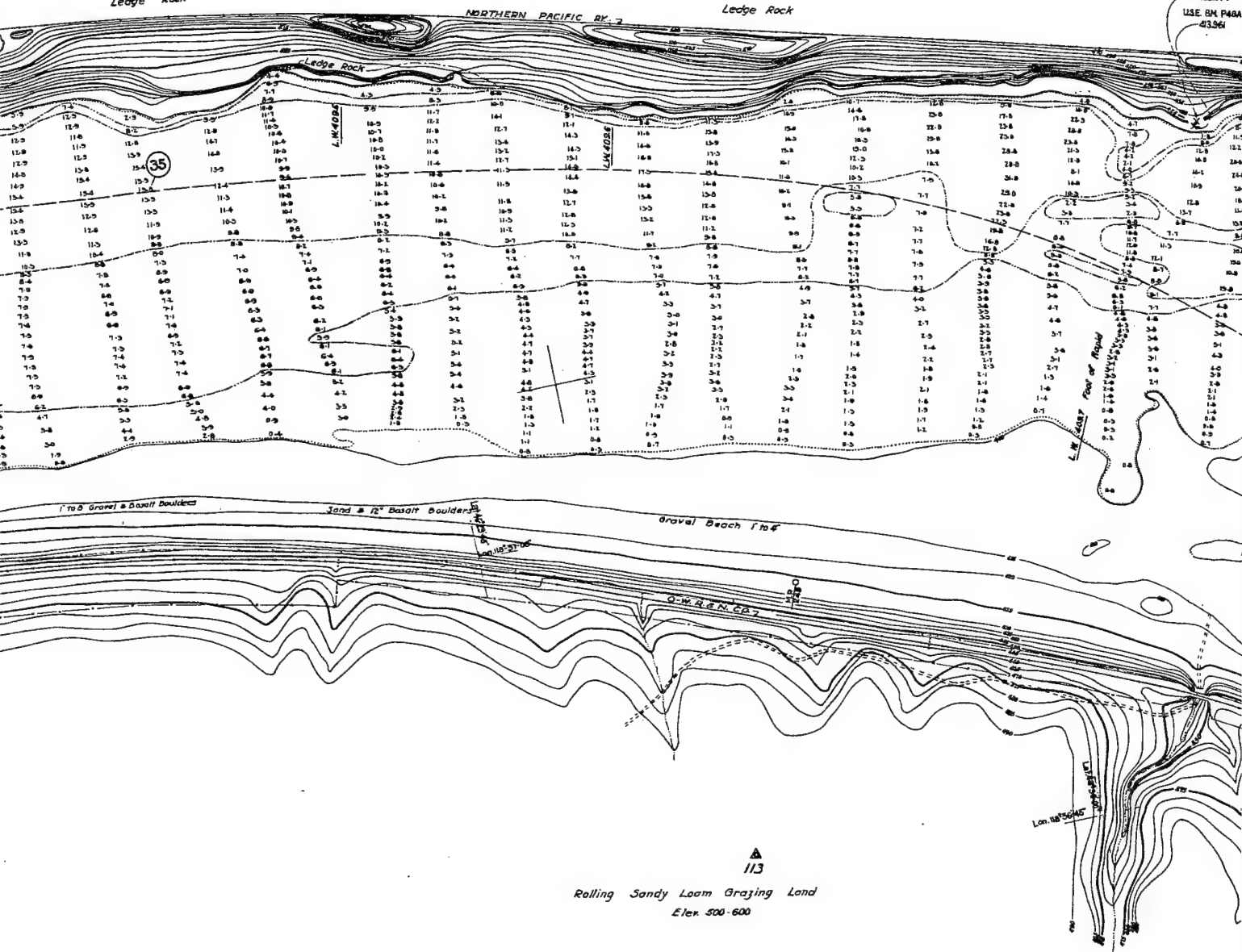
116
▲

Ledge Rock

Ledge Rock

NORTHERN PACIFIC RY.

USE BM P48B
420474
USE BM P48A
413961



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA,
EL. 512.05 M. S. L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1980 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THICK

0 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THIS: 35

SN-1-
H-9-;

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPANS, FL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CHANNEL INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

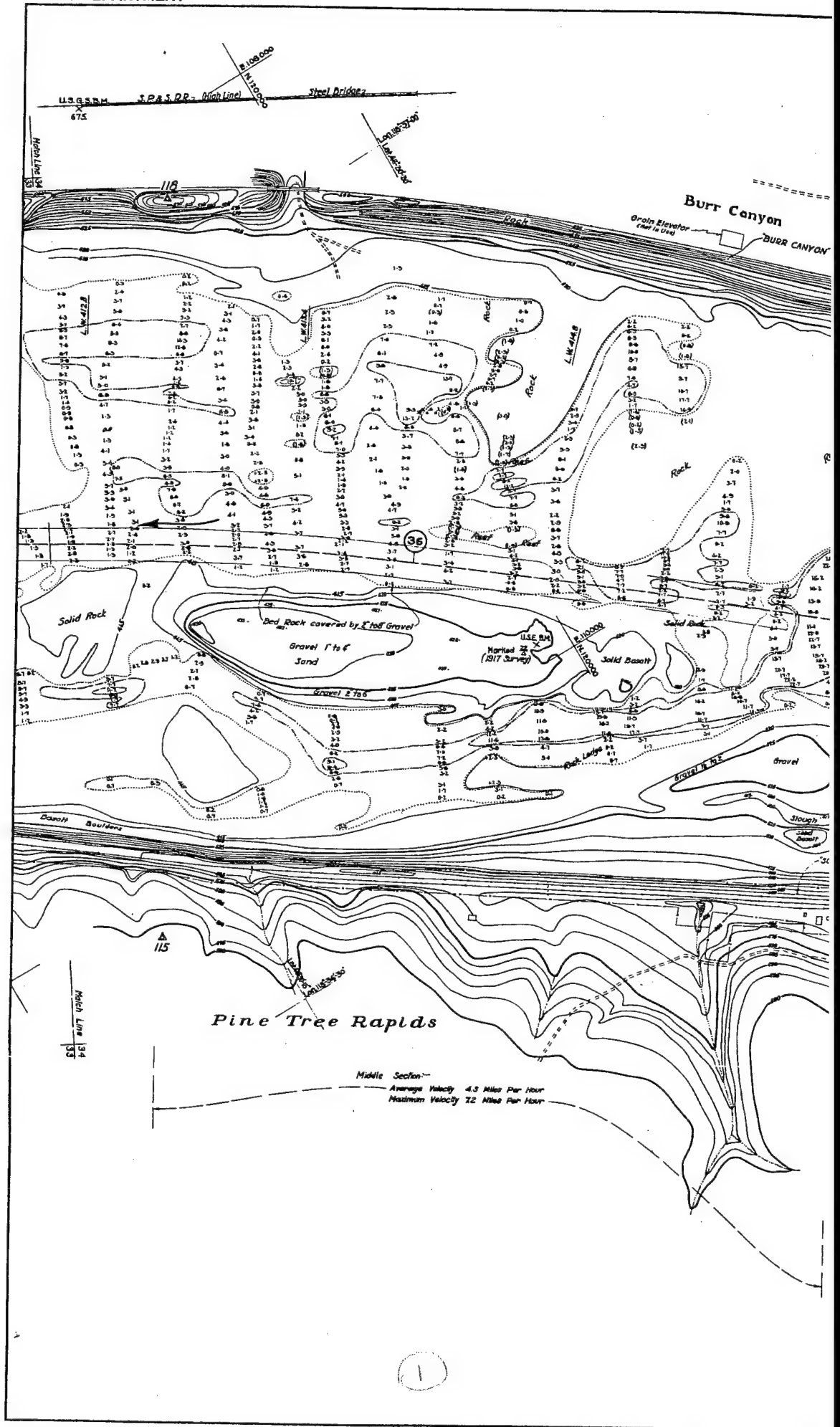
9 FOOT DEPTH CURVE SHOWN THUS: _____

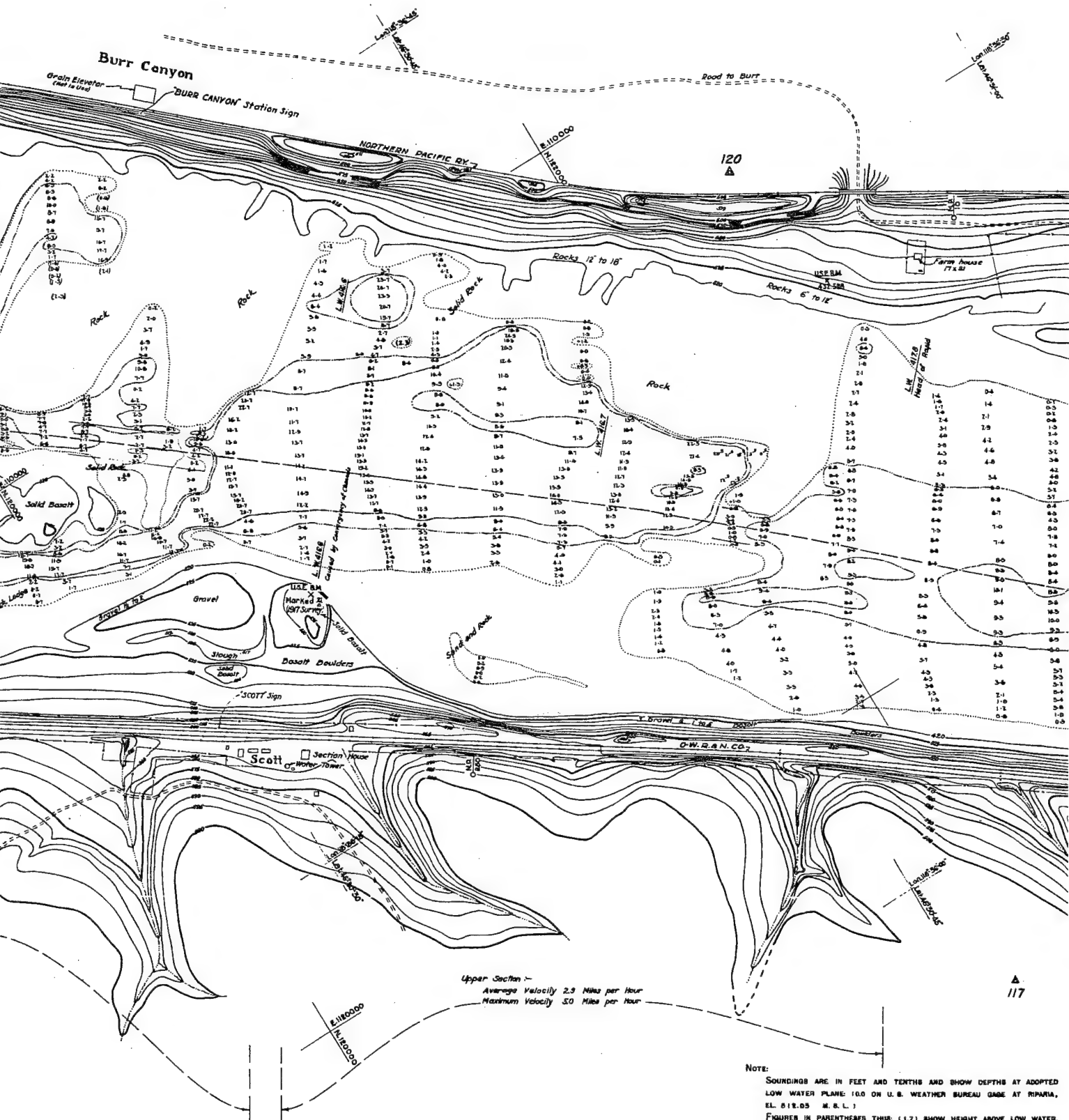
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (15)

Drawn by G.B.F. N.G.E. Transmitted with report dated June 10, 1935.

SN-1-12/33

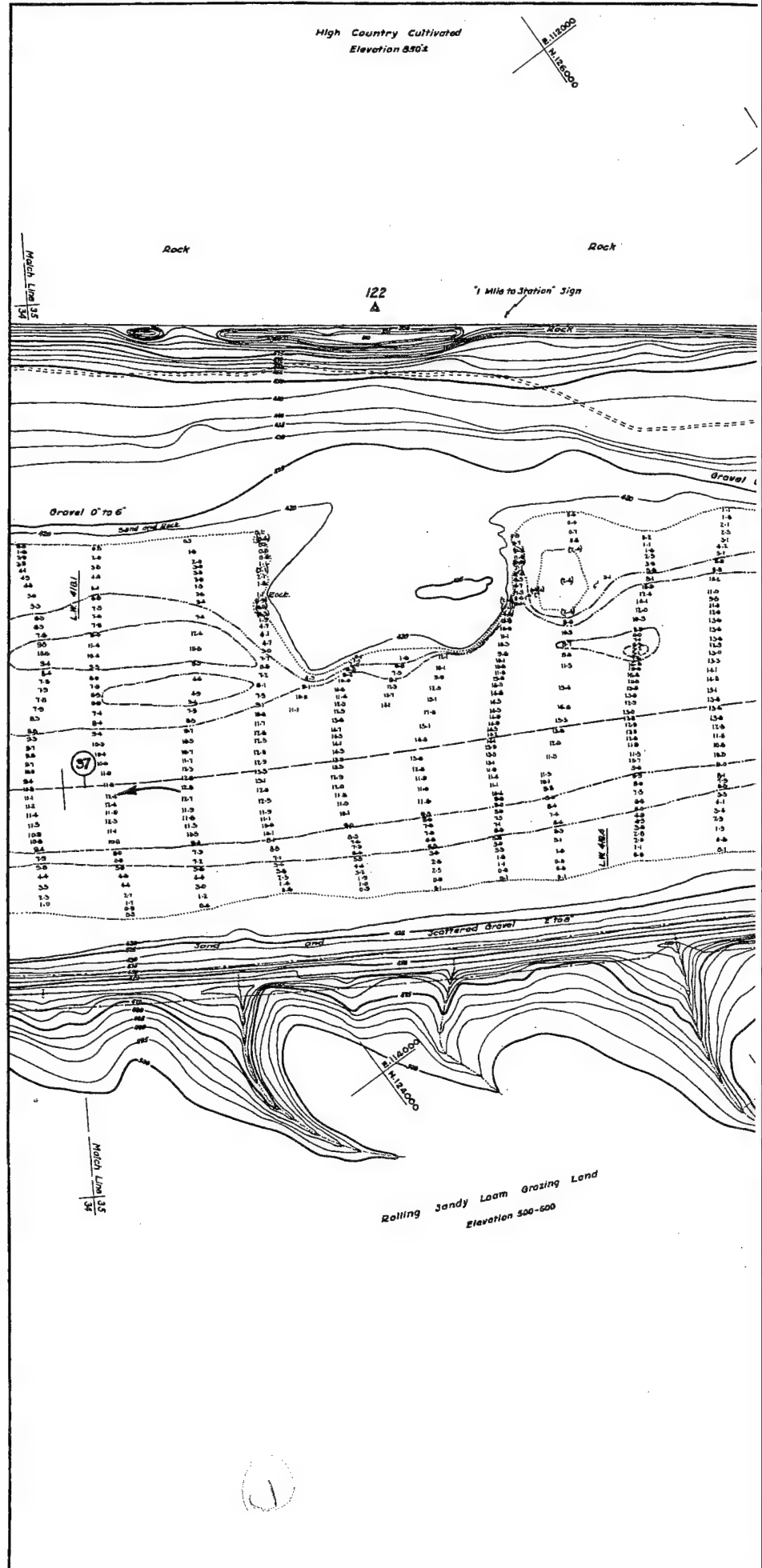


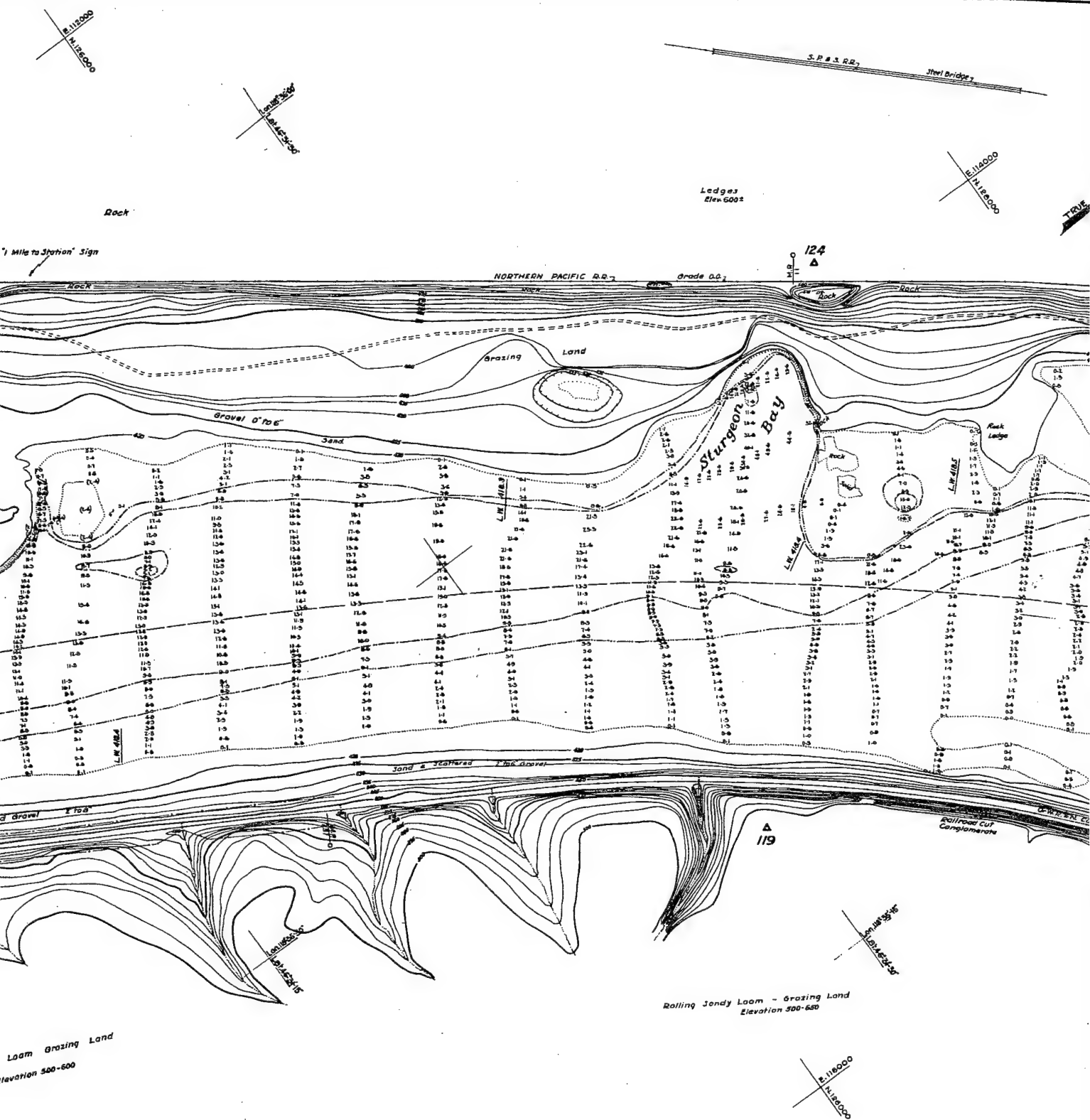


Upper Section -
Average Velocity 2.3 Miles per Hour
Maximum Velocity 5.0 Miles per Hour

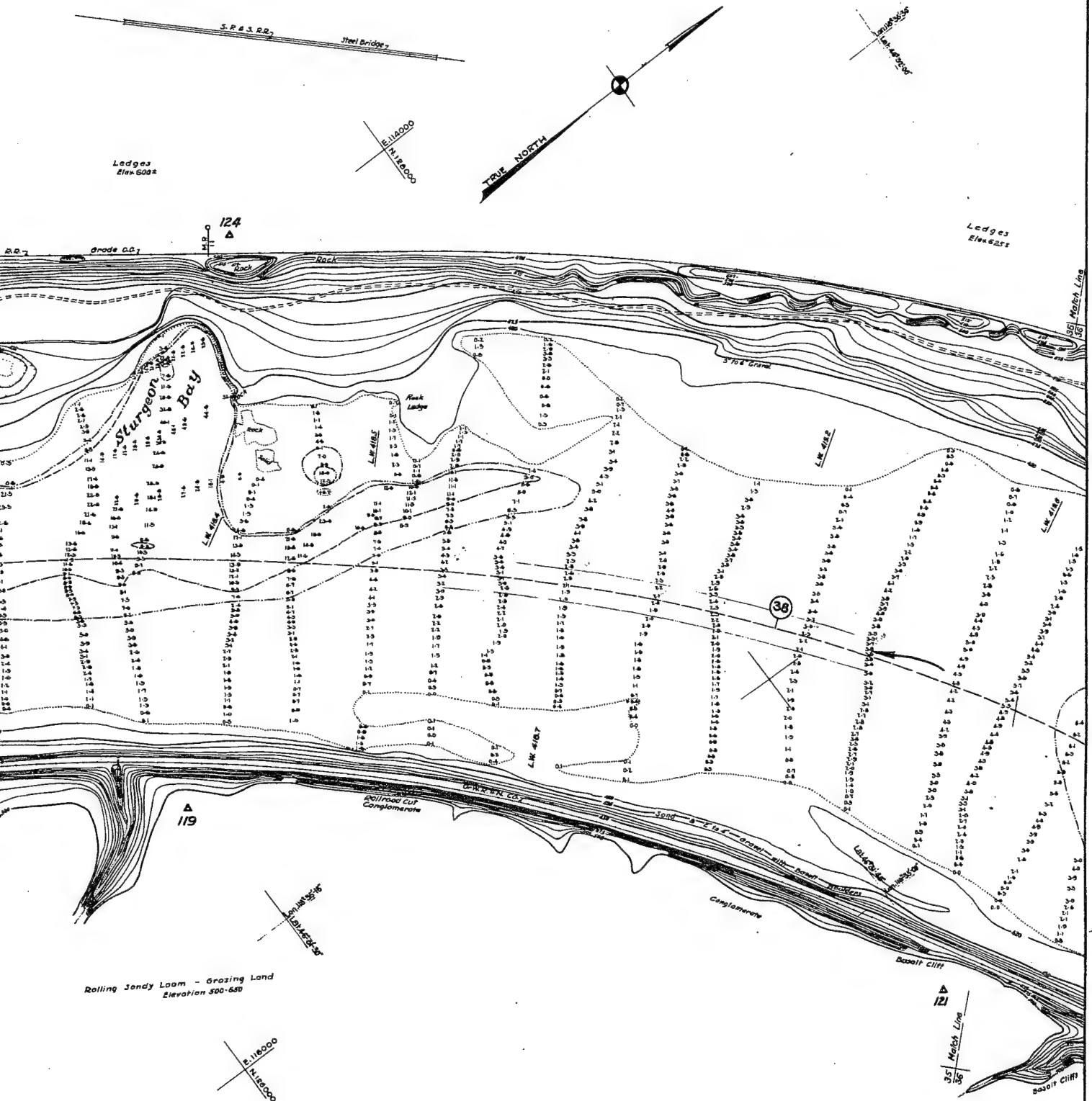
NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100.0 ON U.S. WEATHER BUREAU GAGE AT RIMARA, EL. 818.05 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
8 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

WAR DEPARTMENT





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND
 LOW WATER PLANE: 10.0 ON U. S. WEATHER
 SL. 815.05 M. S. L. I
 FIGURES IN PARENTHESES THUS: (1.7) SHOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEV
 ADJUSTMENT.)
 CONTOUR INTERVAL 8 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: —
 9 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN
 DISTANCE IN MILES FROM MOUTH OF RIVER ME
 PROPOSED CHANNEL SHOWN THUS: (38)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.65 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (38)

SN-I-4/36
H-9-2/35

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

INIS4 SHEETS

SCALE 1:2,000

SHEET NO. 35

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. J. Williams
Major, Corps of Engineers

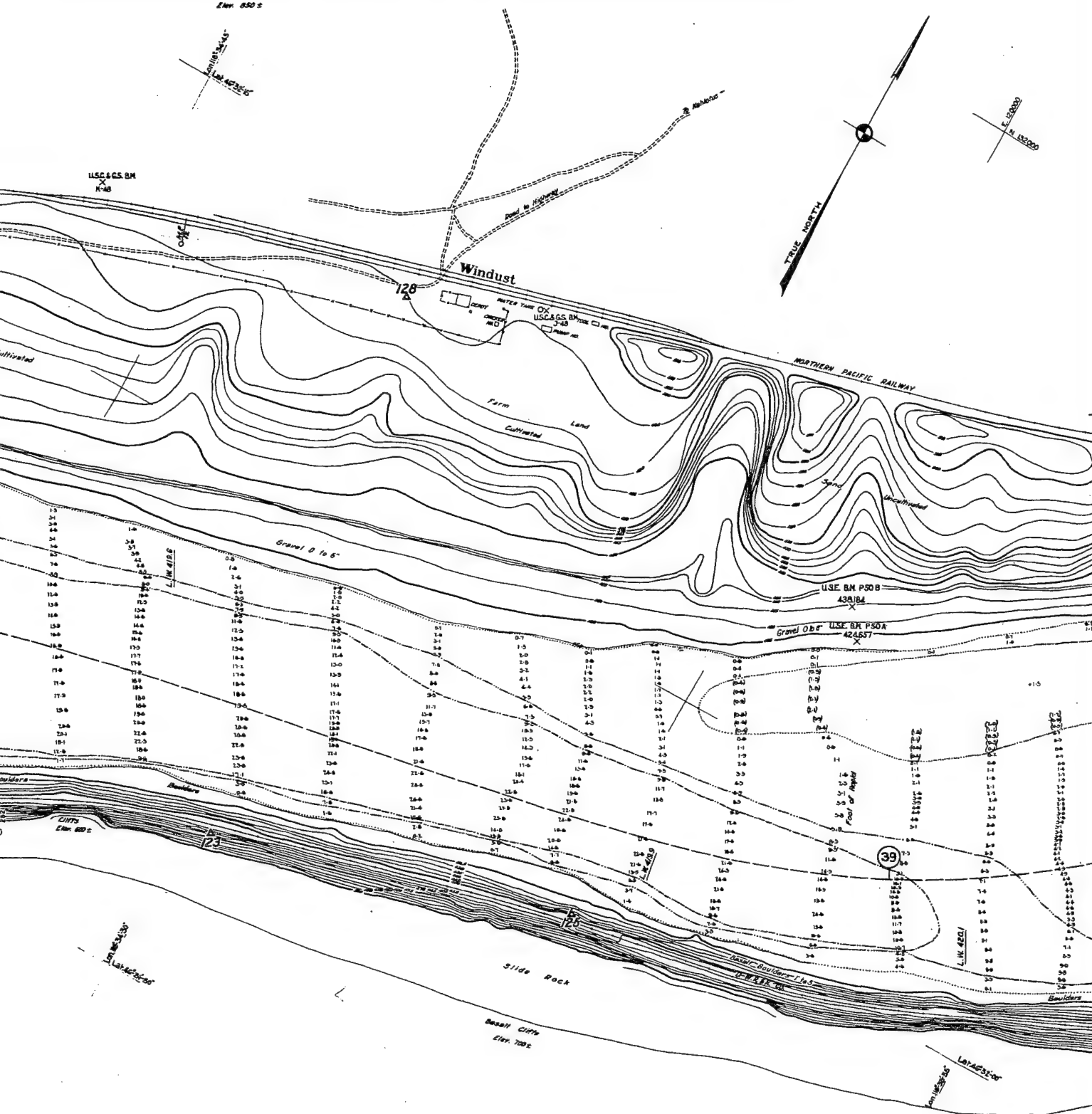
Drawn by G.B.F. M.G.E.

Transmitted with report dated June 10, 1935

SN-I-12/35



High Country Cultivated
Elev. 850 ±



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RICHMOND, EL. 515.05 M.S.L.)

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1985 ADJUSTMENT.)

COUNTOUT INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

8 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (39)

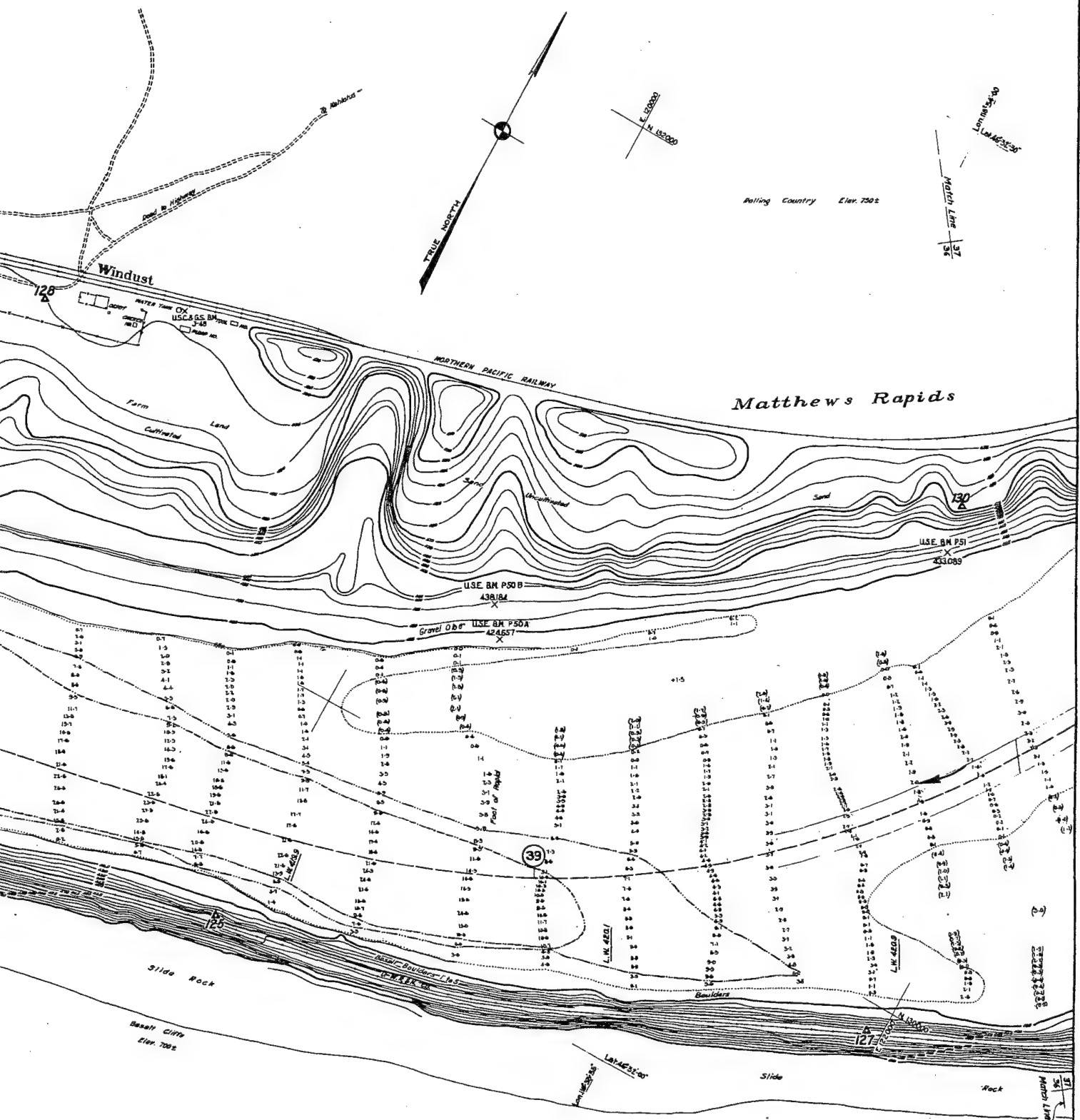
SN
MOU

IN 54 S

U. S. E
Submitter

SN-1-4/37
H-9-2/36

Drawn by



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

6 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (39)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 36

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. L. Williams
Major, Corps of Engineers

Drawn by R.C.B. N.G.E.

Transmitted with report dated June 10, 1935

SN-1-4/37
H-9-2/36

SN-1-12/36

[illegible]

High Country Cultivated
Elev. 875 ±

Long 122° 05' W
Lat 42° 55' N
Elev. 875 ±



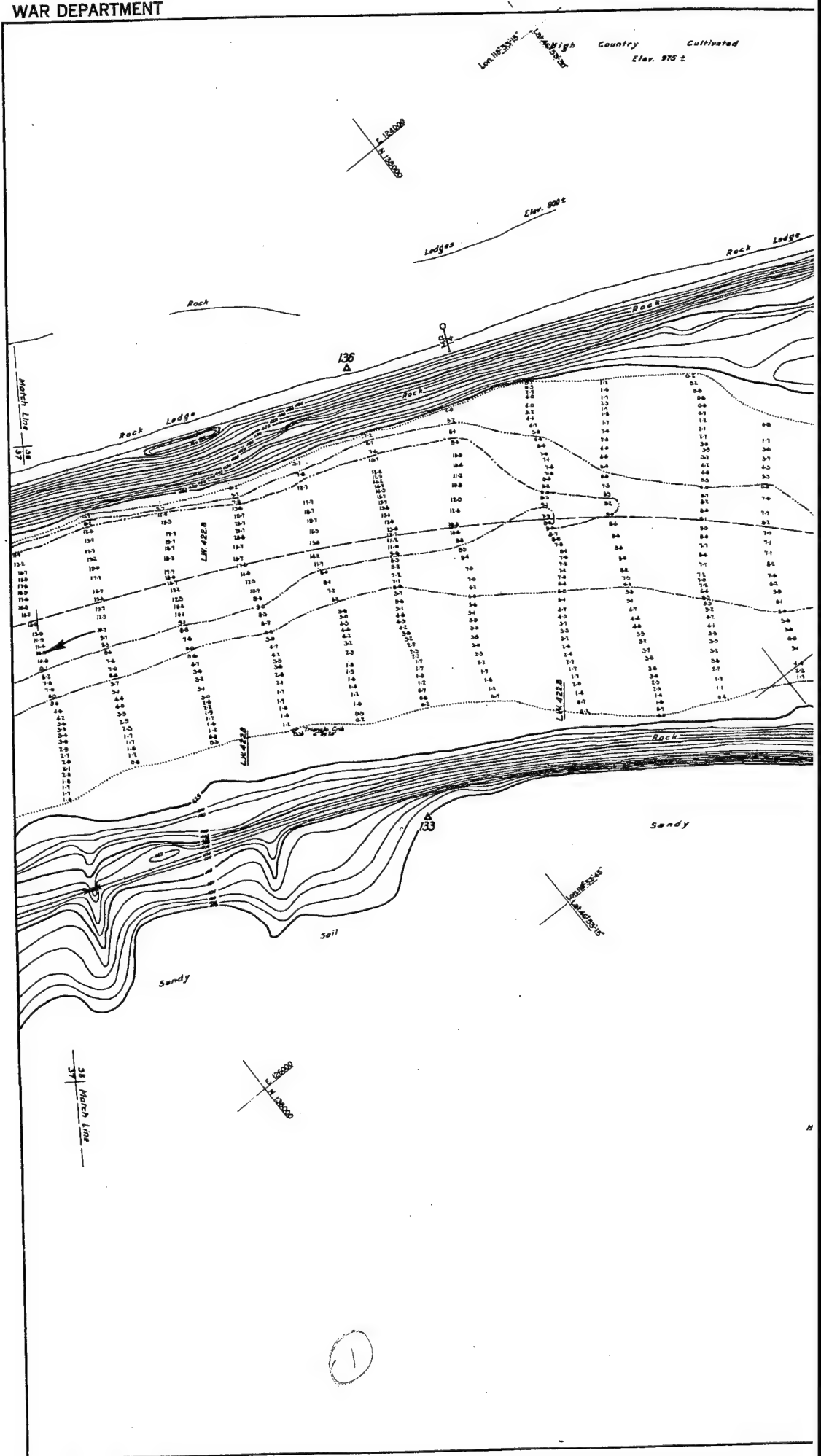
NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND
LOW WATER PLANE: 10.0 ON U. S. WEATHER
EL. 812.05 M. S. L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW
ELEVATIONS ARE REFERRED TO MEAN SEA LEV
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: —
5 FOOT DEPTH CURVE SHOWN THUS: —
CENTER LINE OF PROPOSED CHANNEL SHOWN
DISTANCE IN MILES FROM MOUTH OF RIVER ME
PROPOSED CHANNEL SHOWN THUS: (40)



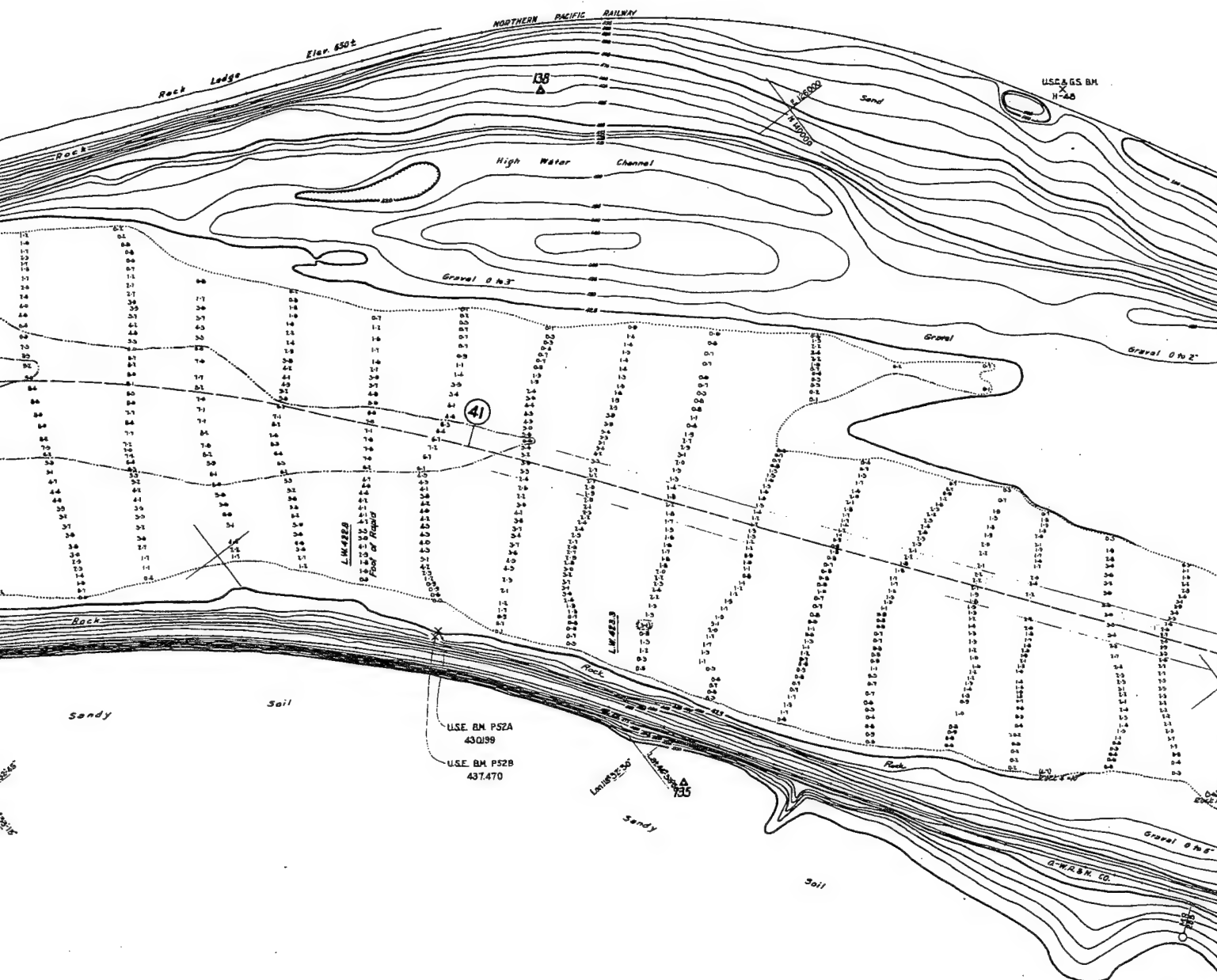
SN-1-12/37

WAR DEPARTMENT



Country Cultivated
Elev. 975 ±

Rolling High Coal



High Country Cultivated

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.65 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

6 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (41)

SN-1-
H-9-

Rolling High Country

Not Cultivated



Note:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA, EL. 512.05 M. S. L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1029 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (41)

SN-1-4/39
H-9-2/38

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 38

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

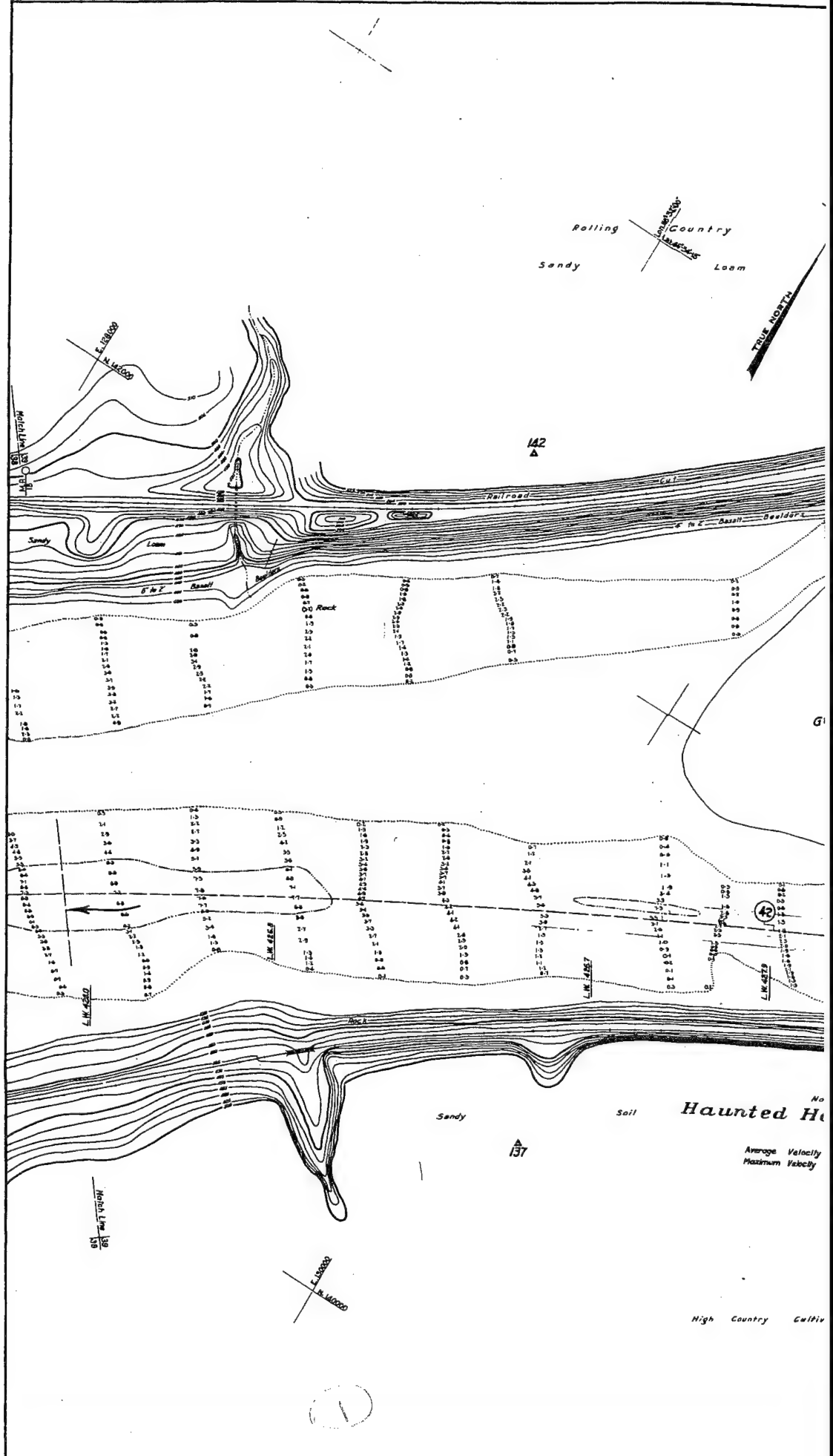
Allen L. Darr
Associate Engineer

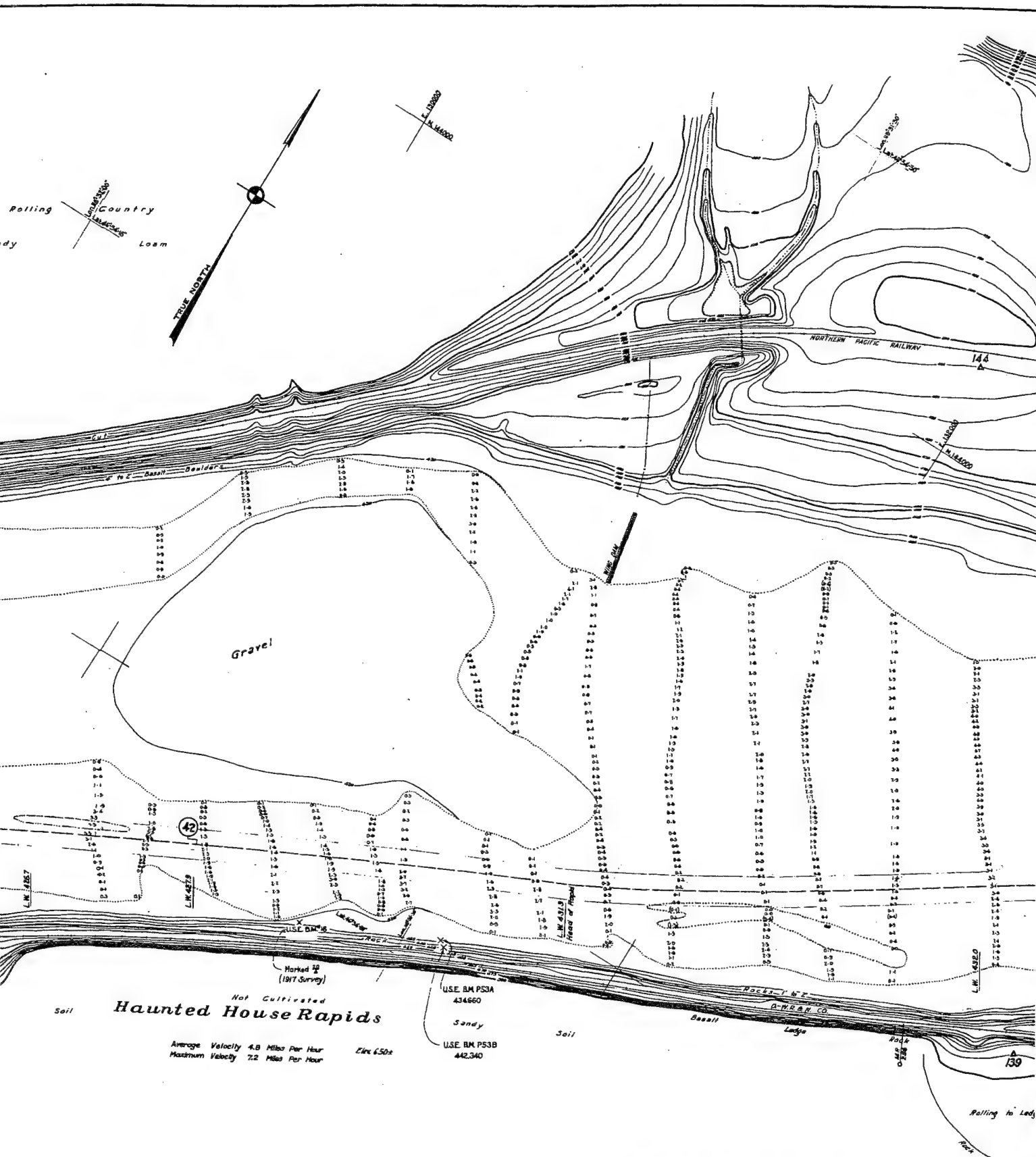
W. H. Williams
Major, Corps of Engineers

Drawn by R.C.B. H.G.E.

Transmitted with report dated June 10, 1935

SN-1-12/38





NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 517.05 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ---
3 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (42)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (42)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 39

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darn
Associate Engineer

W. H. Brown
Major, Corps of Engineers

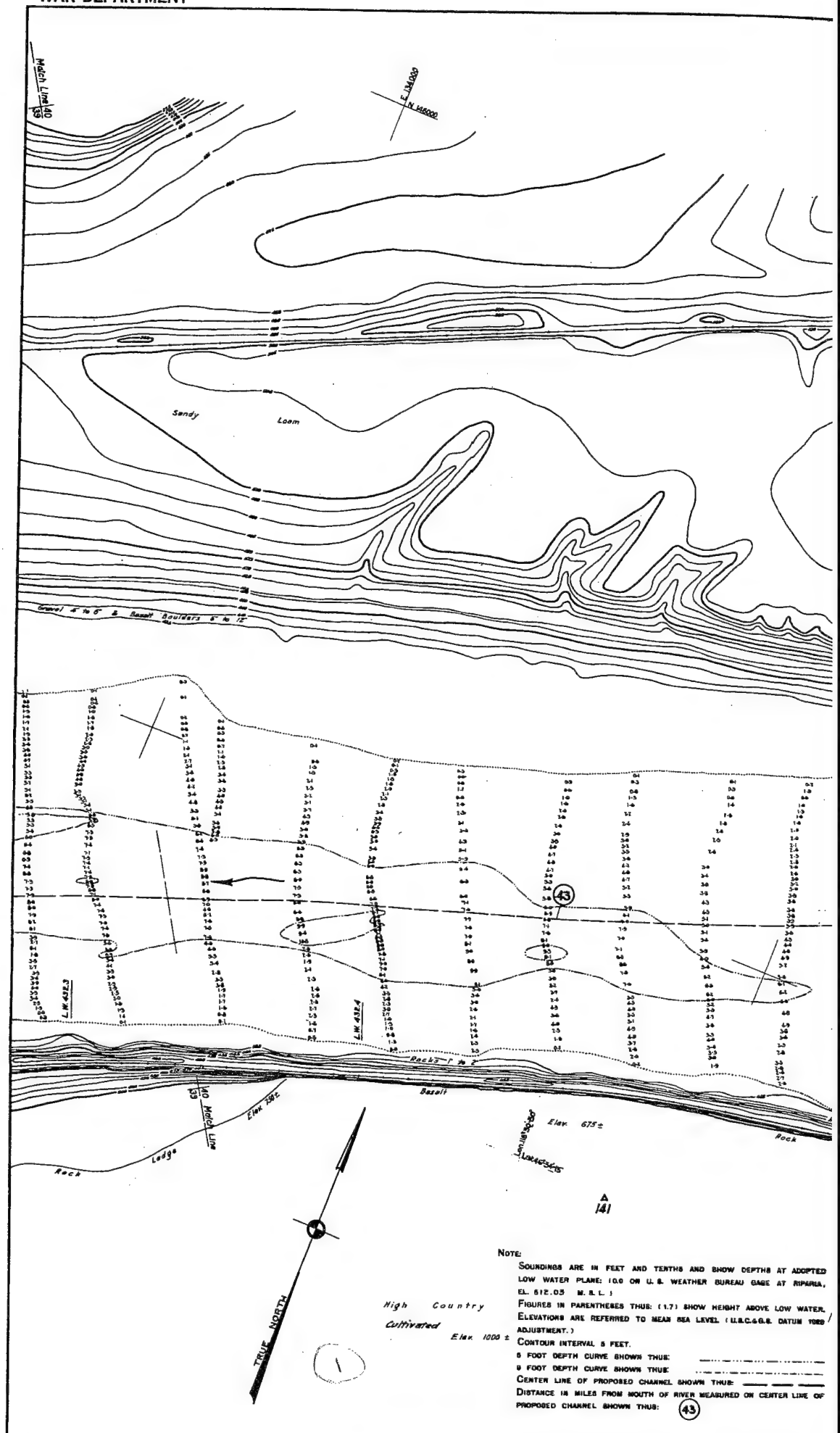
Drawn by R.C.B. H.G.F.

Transmitted with report dated June 10, 1935

SN-1-4/40
H-9-2/39

SN-1-12/39

WAR DEPARTMENT



High Basalt Cliffs 300' back



FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
G.O.O. ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
RES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
RATED TO MEAN SEA LEVEL U.S.C.G.S. DATUM 1929
FEET.
SHOWN THUS: _____
SHOWN THUS: _____
POSED CHANNEL SHOWN THUS: _____
NOW SOUTH OF RIVER MEASURED ON CENTER LINE OF
SHOWN THUS: _____

High Basalt Cliffs 300' high



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE

REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 40

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

Edell
Major, Corps of Engineers

Drawn by R.C.B. M.G.E.

Transmitted with report dated June 10, 1935

SN-1-4/41
H-9-2/40

SN-1-12/40



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAUGE AT NIPAHIA, SL 812.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (44)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 41

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Barr
Associate Engineer

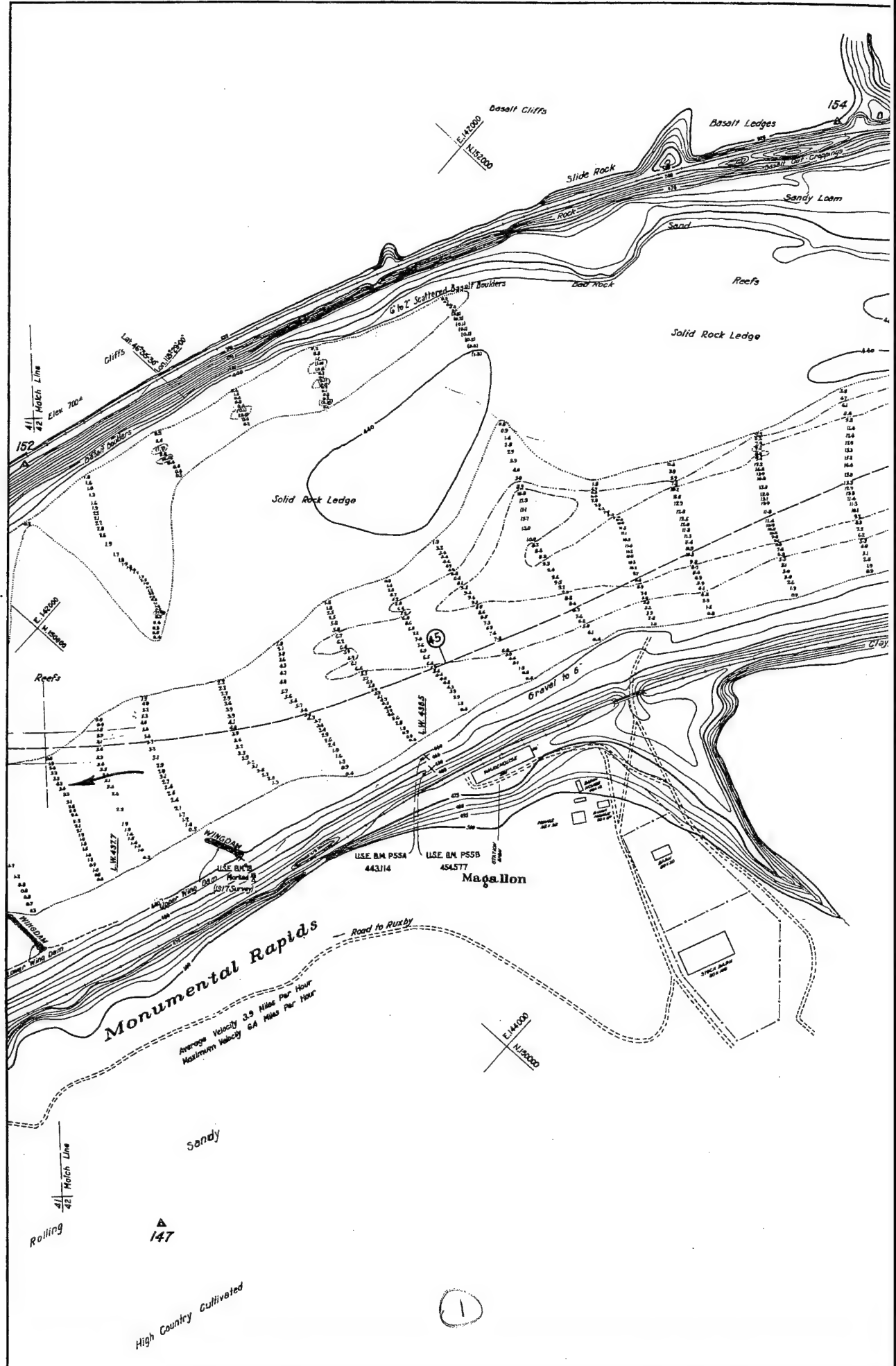
W. Williams
Major, Corps of Engineers

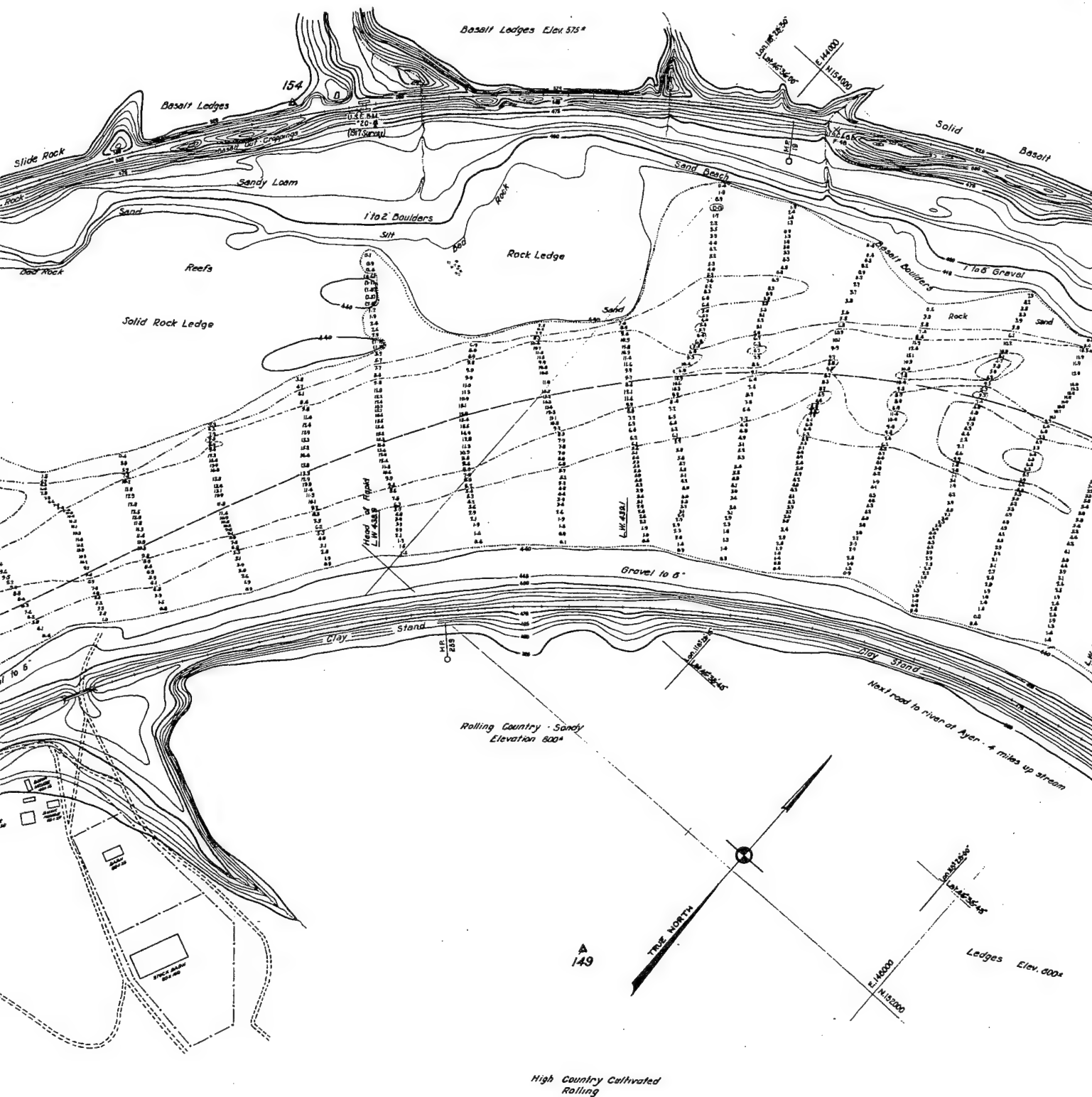
Drawn by D.L.S. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-4/42
H-9-2/41

SN-1-12/41





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.08 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

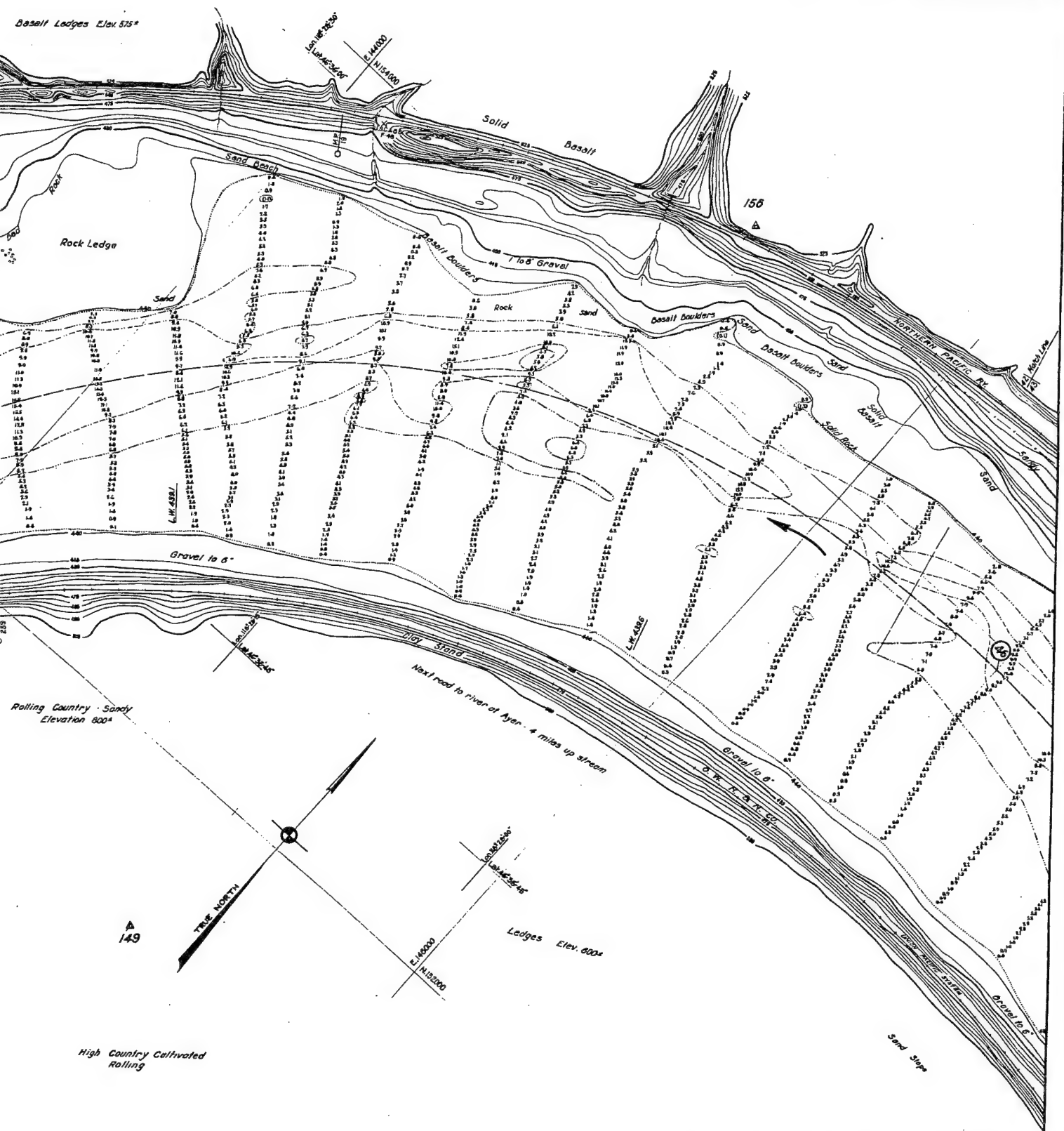
5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

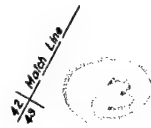
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (45)

45 Miles Line



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.08 (M.S.L.).
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1929 ADJUSTMENT).
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 8 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (45)



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 42

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Barr
 Associate Engineer

St. Williams
 Major, Corps of Engineers

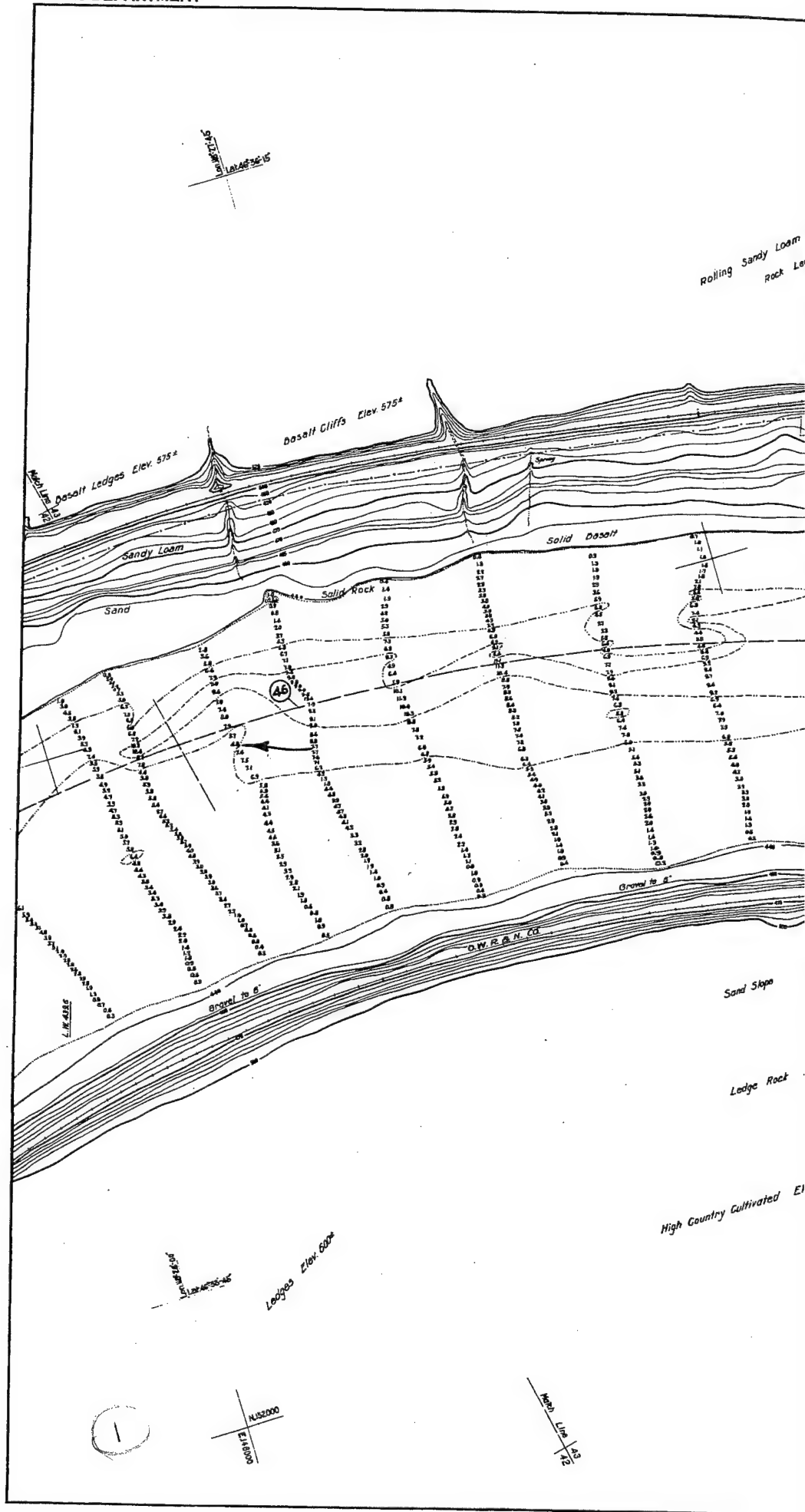
Drawn by D.L.S. J.G.B.

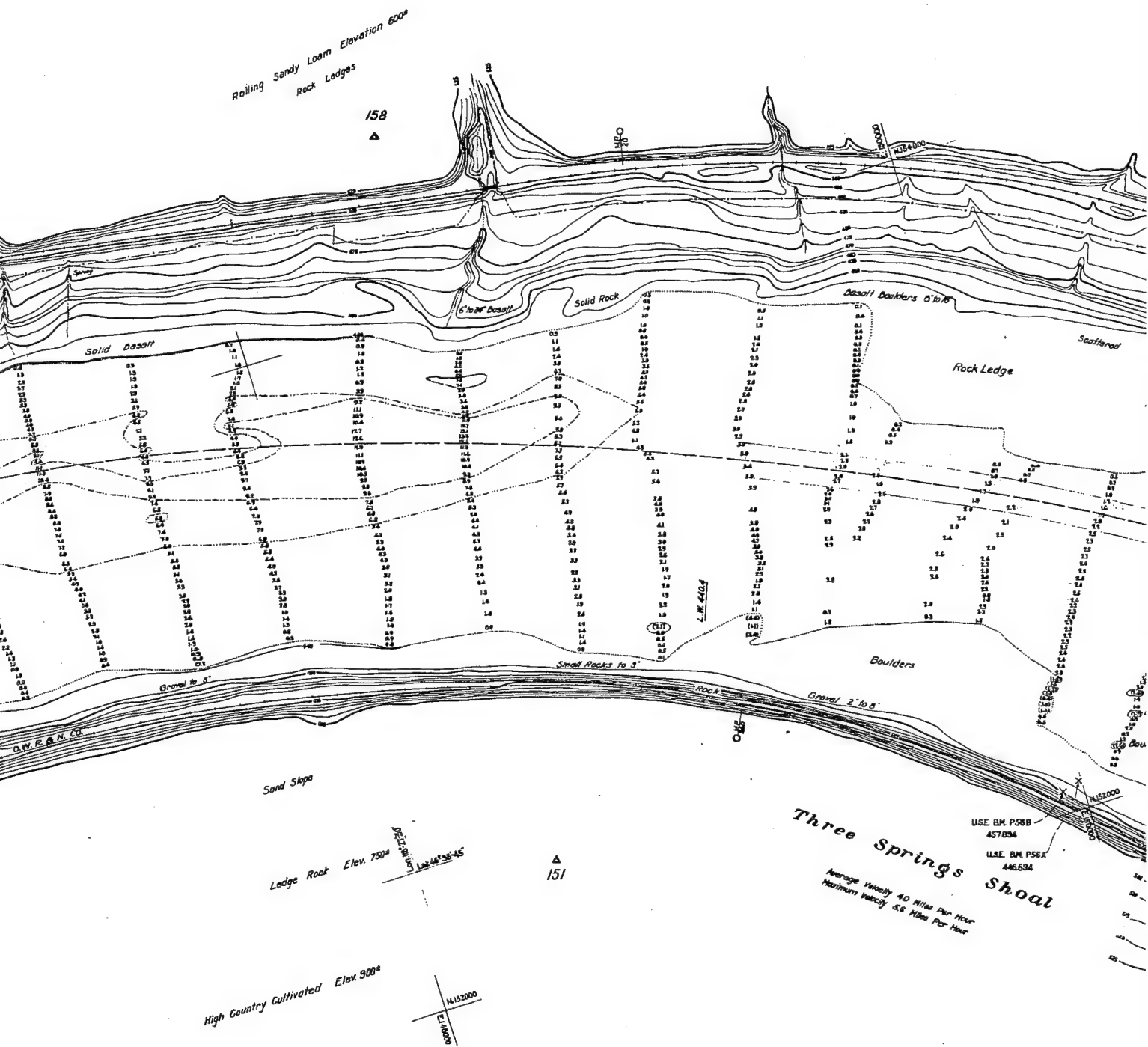
Transmitted with report dated June 10, 1935

 SN-1-4/43
 H-5-2/42

SN-1-12/42

WAR DEPARTMENT





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA, EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (46)



Three Springs Shoal

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA, EL. 812.08 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.A.G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: ————
9 FOOT DEPTH CURVE SHOWN THUS: ————
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (46)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

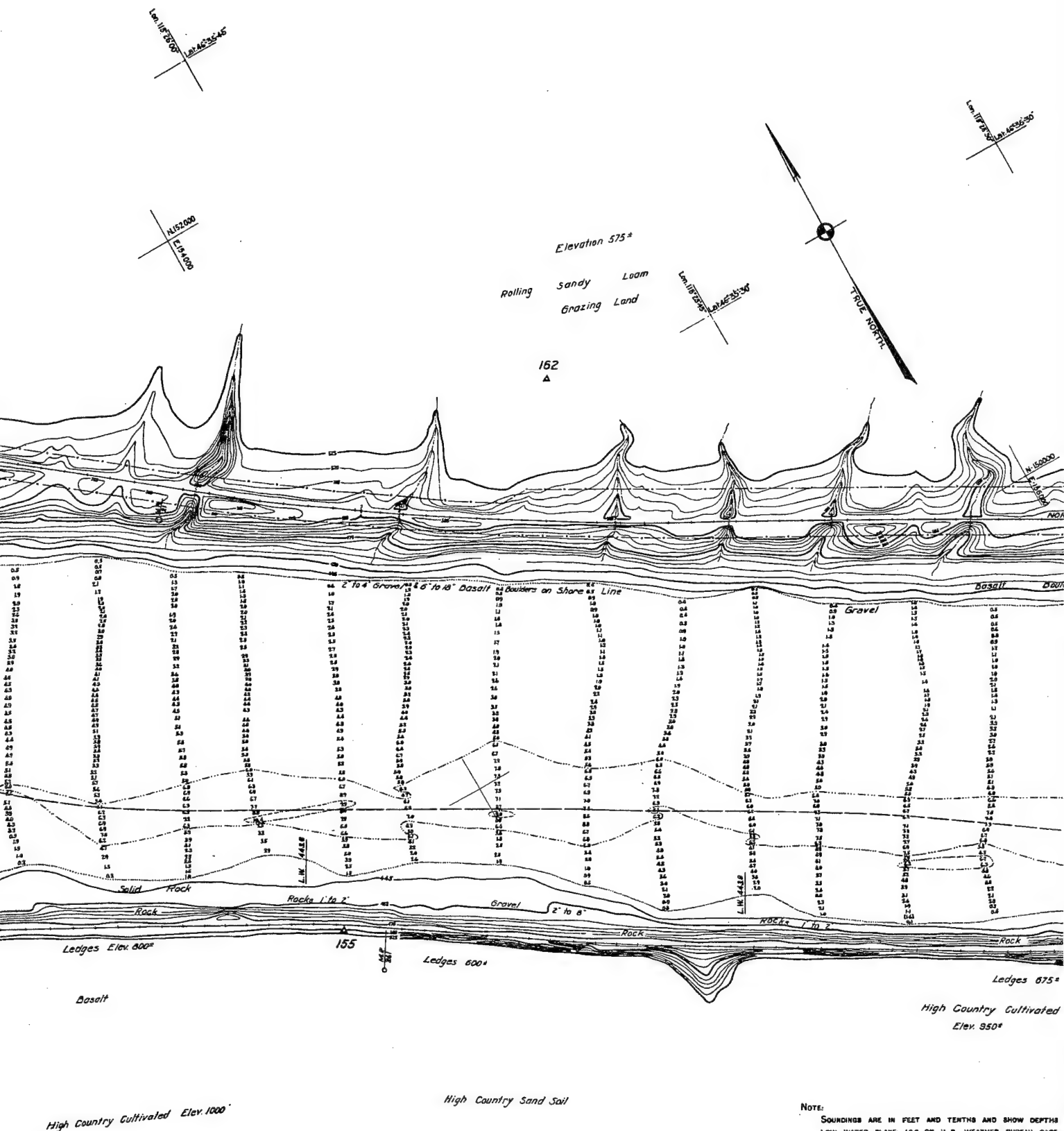
IN 154 SHEETS SCALE 1:2,000 SHEET NO. 43

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

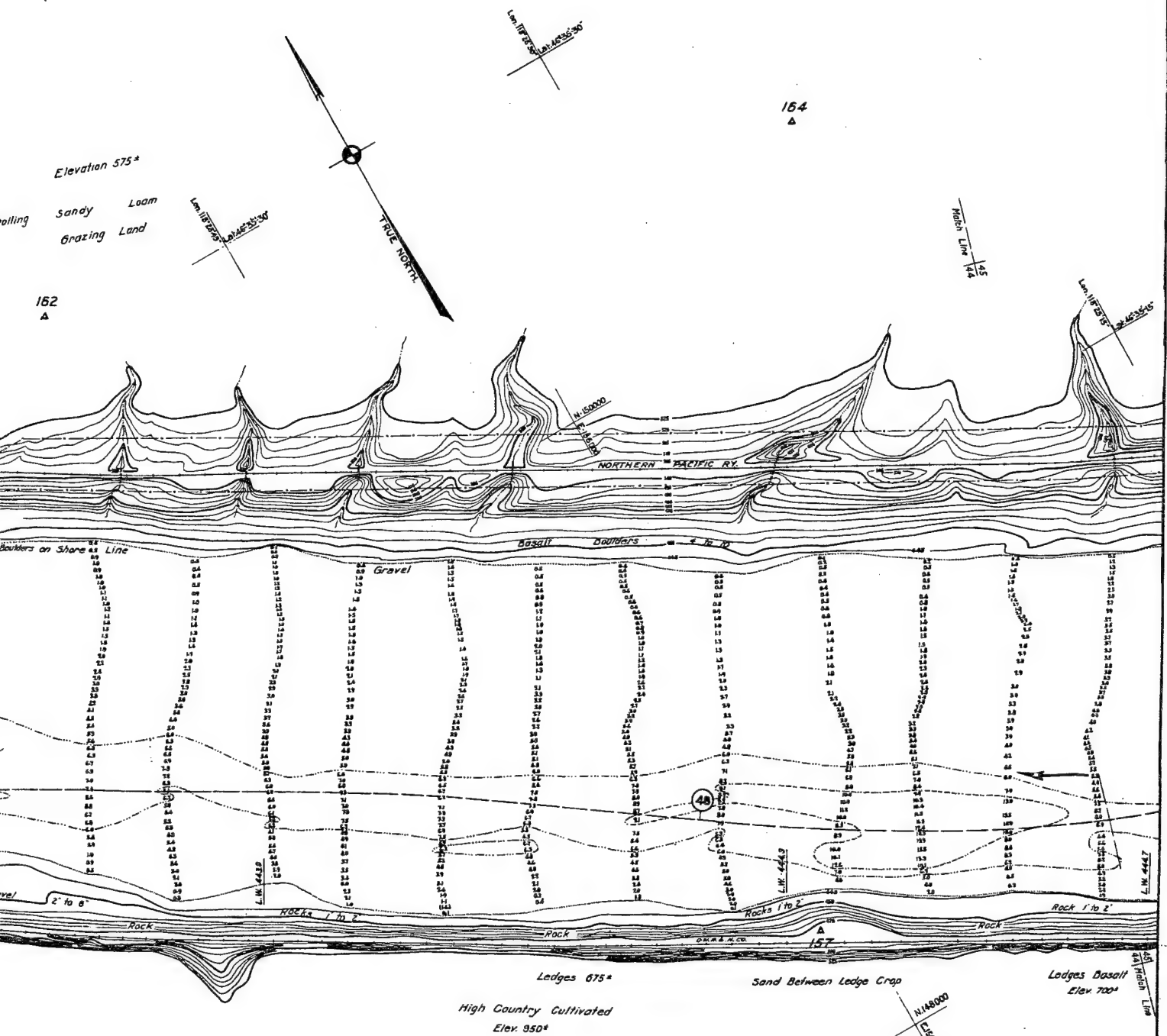
Submitted: Allen L. Darr Approved: W. H. Williams
Associate Engineer Major, Corps of Engineers

Drawn by D.L.S. J.E.B. Transmitted with report dated June 10, 1935

SN-1-12/43



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE
 EL. 812.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE)
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S.)
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER
 PROPOSED CHANNEL SHOWN THUS: (48)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 912.05 M. S. L. :

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

0 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (48)

SN-1-4/45
H-9-2/44

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 44

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

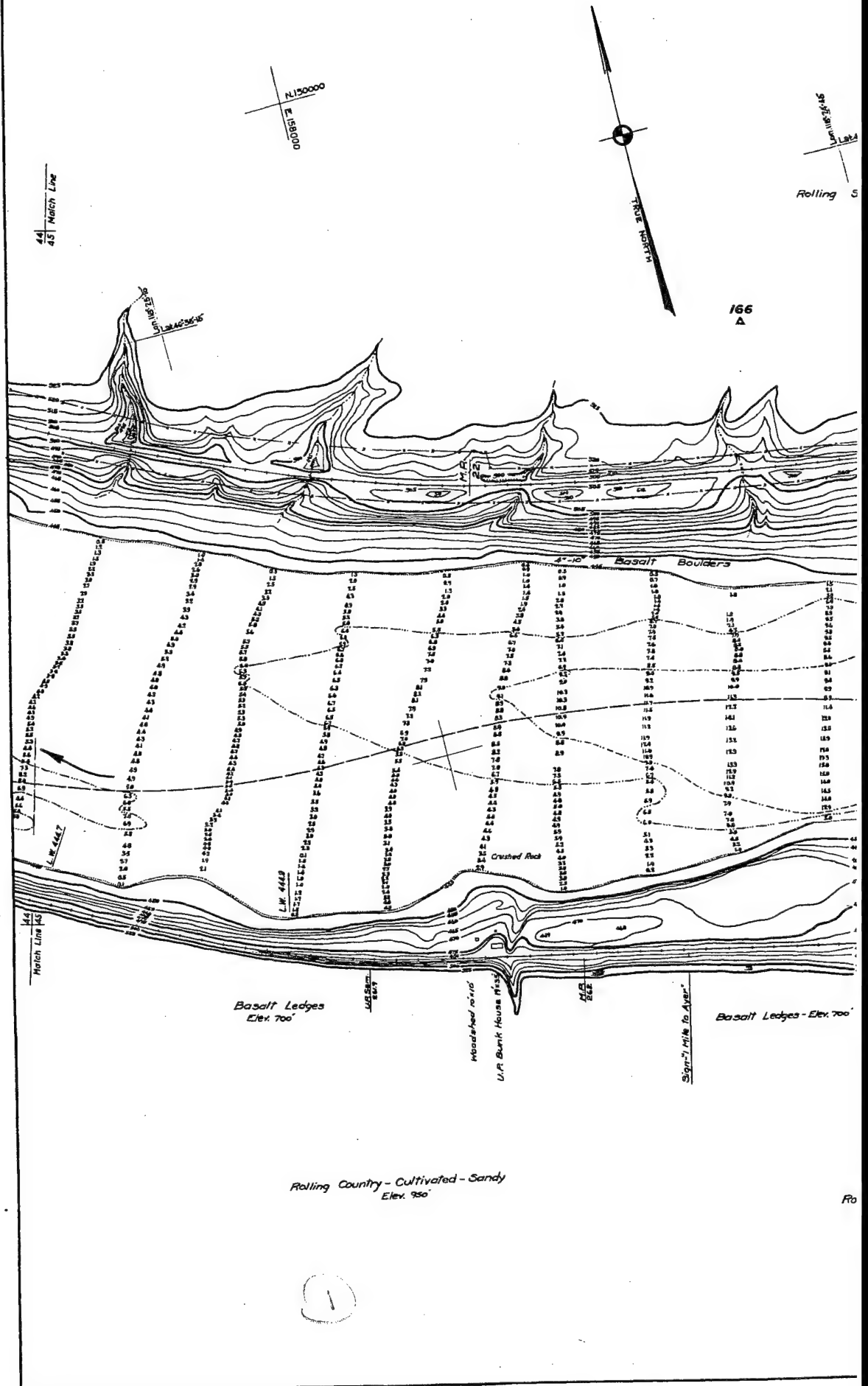
Allen L. Dam
Associate Engineer

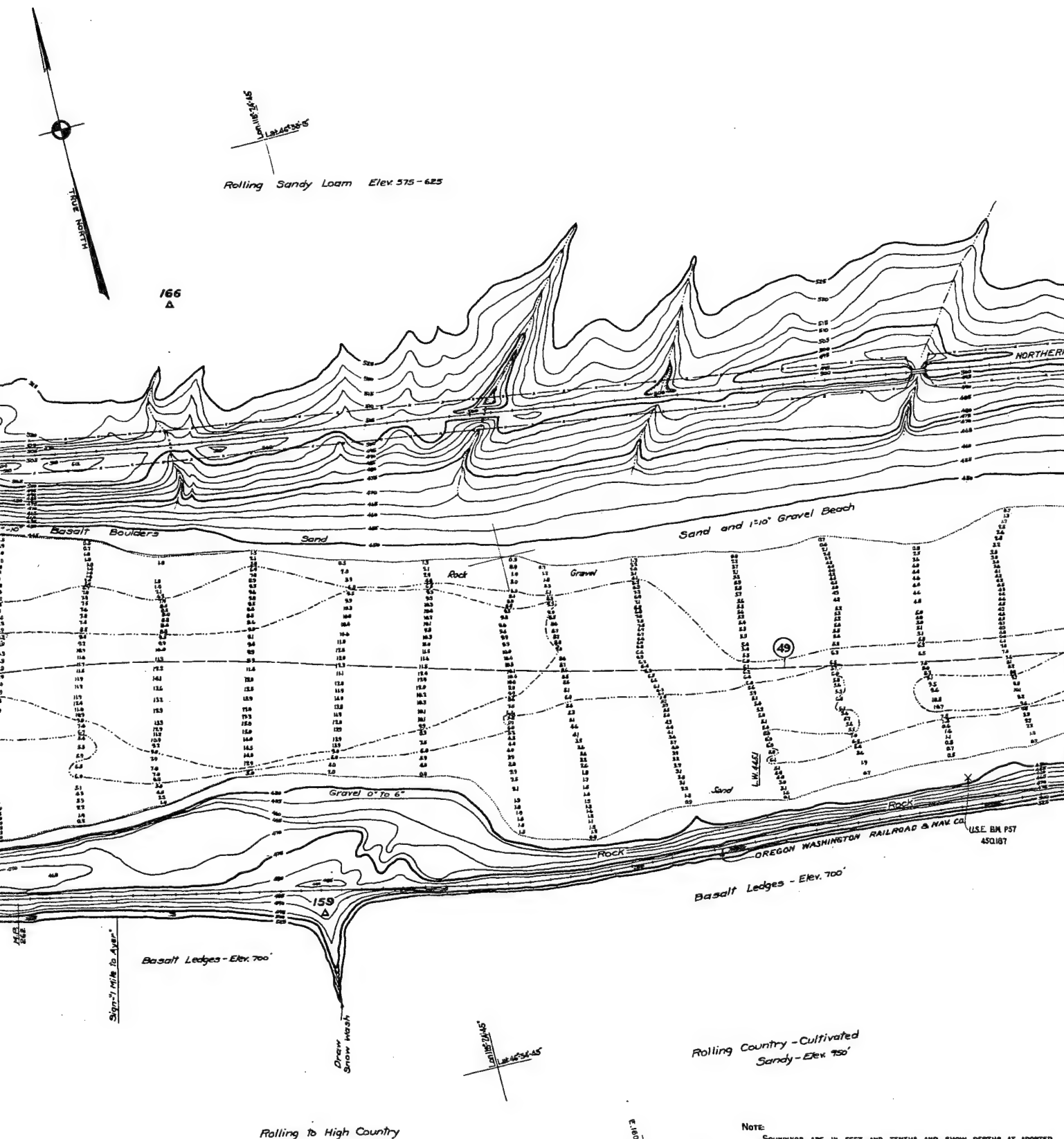
St. Williams
Major, Corps of Engineers

Drawn by D.J.S. J.G.B.

Transmitted with report dated June 10, 1935.

SN-1-12/44





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.65 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL: (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 8 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (49)



49

Transmitted with report dated June 10, 1935

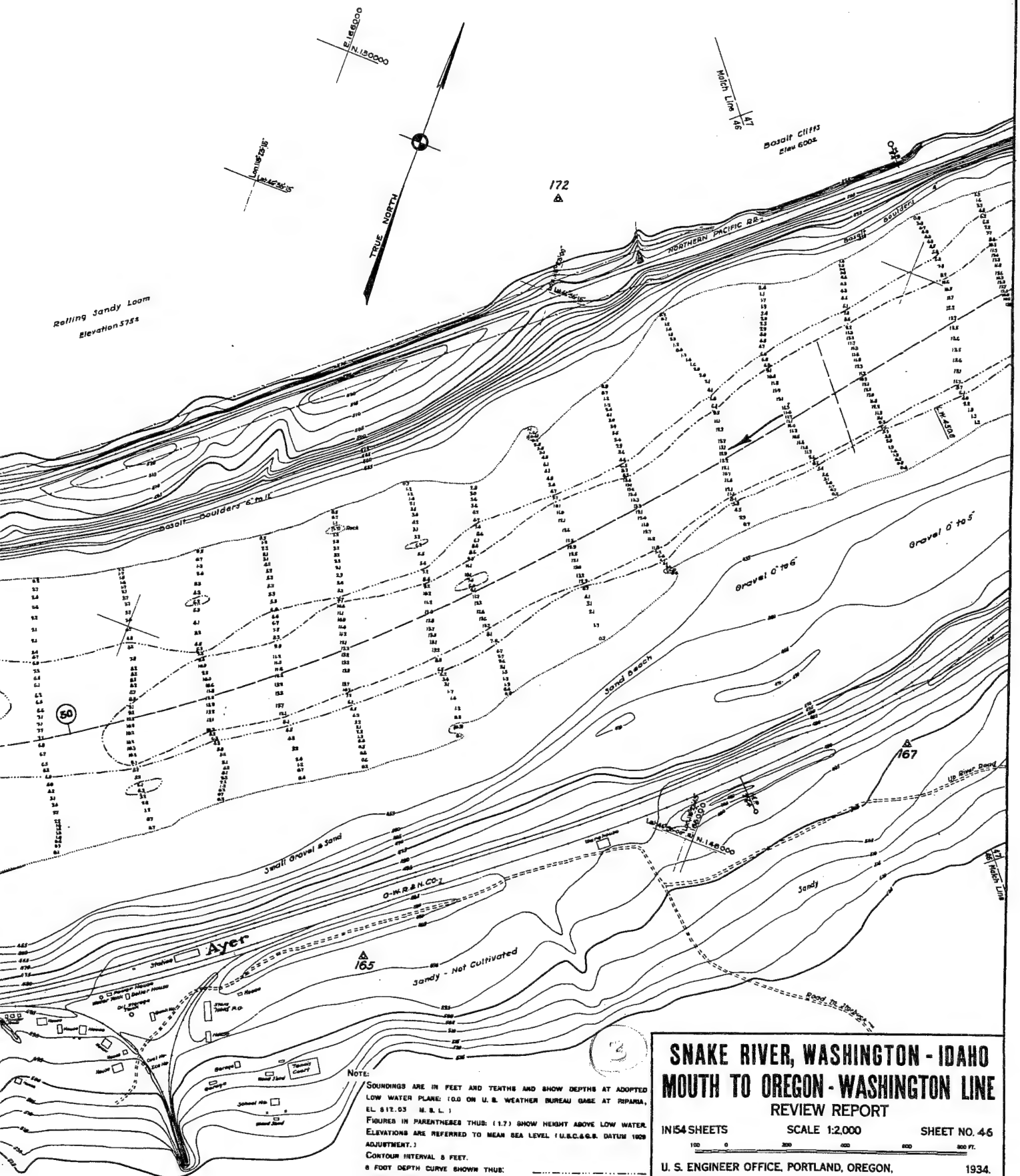
SN-1-12/45

Topographic map of the Gore's Dread Rapids area. The map shows a river flowing from the top left towards the bottom right. The river is labeled "Gore's Dread Rapids" and "Rock Ledge". The surrounding area is characterized by steep, rocky terrain with numerous contour lines. Key features include:

- Rolling Country - Not Cultivated**: A large area of land to the right of the river, labeled with "Elevation 1000".
- Rock Ledge**: A prominent feature on the left side of the river.
- Ledge Rock**: A smaller feature near the river.
- Rolling Country - Not Cultivated**: A large area of land to the right of the river, labeled with "Elevation 1000".
- Rolling Country - Not Cultivated**: A large area of land to the right of the river, labeled with "Elevation 1000".
- Rolling Country - Not Cultivated**: A large area of land to the right of the river, labeled with "Elevation 1000".

The map includes a compass rose, a scale bar, and a north arrow. The scale bar indicates a distance of 1 mile. The north arrow points towards the top of the map. The map is labeled with "Gore's Dread Rapids" and "Rock Ledge".

(5)



Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS SCALE 1:2000 SHEET NO. 46

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Barr
Associate Engineer

W. Williams
Major, Corps of Engineers

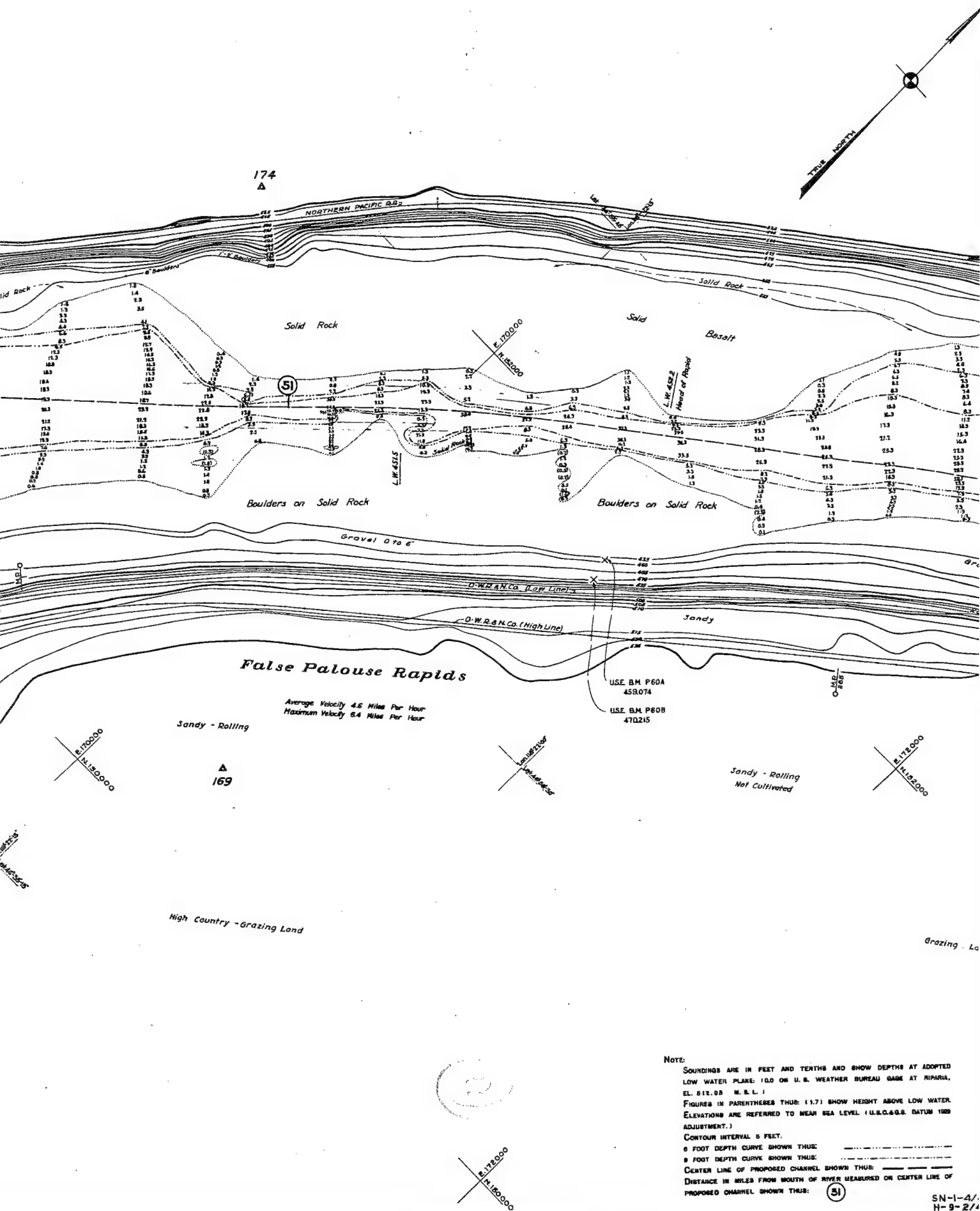
Drawn by GBE JGB

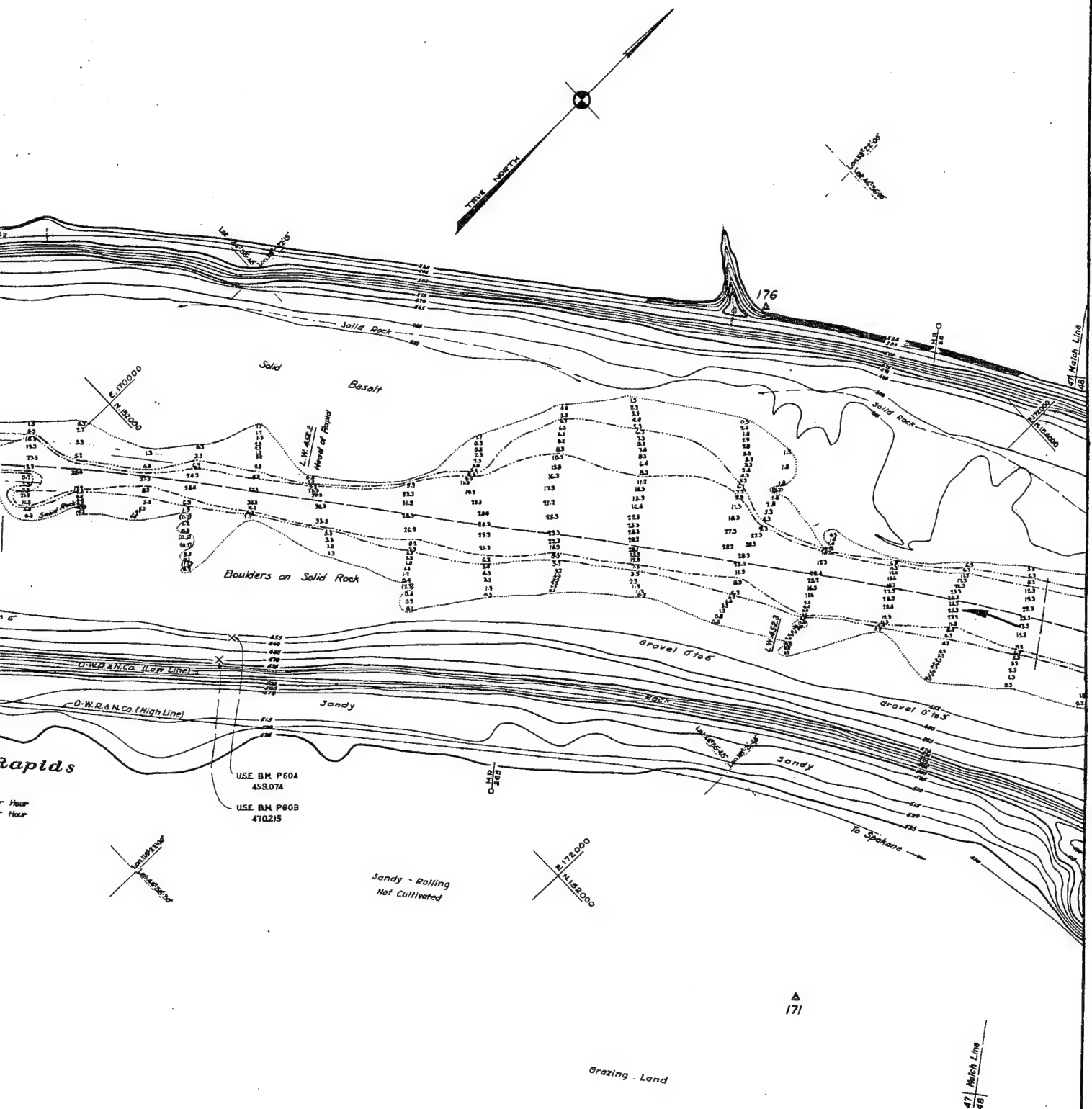
Transmitted with report dated June 10, 1935.

SN-1-4/47
H-9-2/46

SN-1-12/46







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1983 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (51)

SN-1-4/48
H-9-2/47

Snake River, Washington - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 47

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

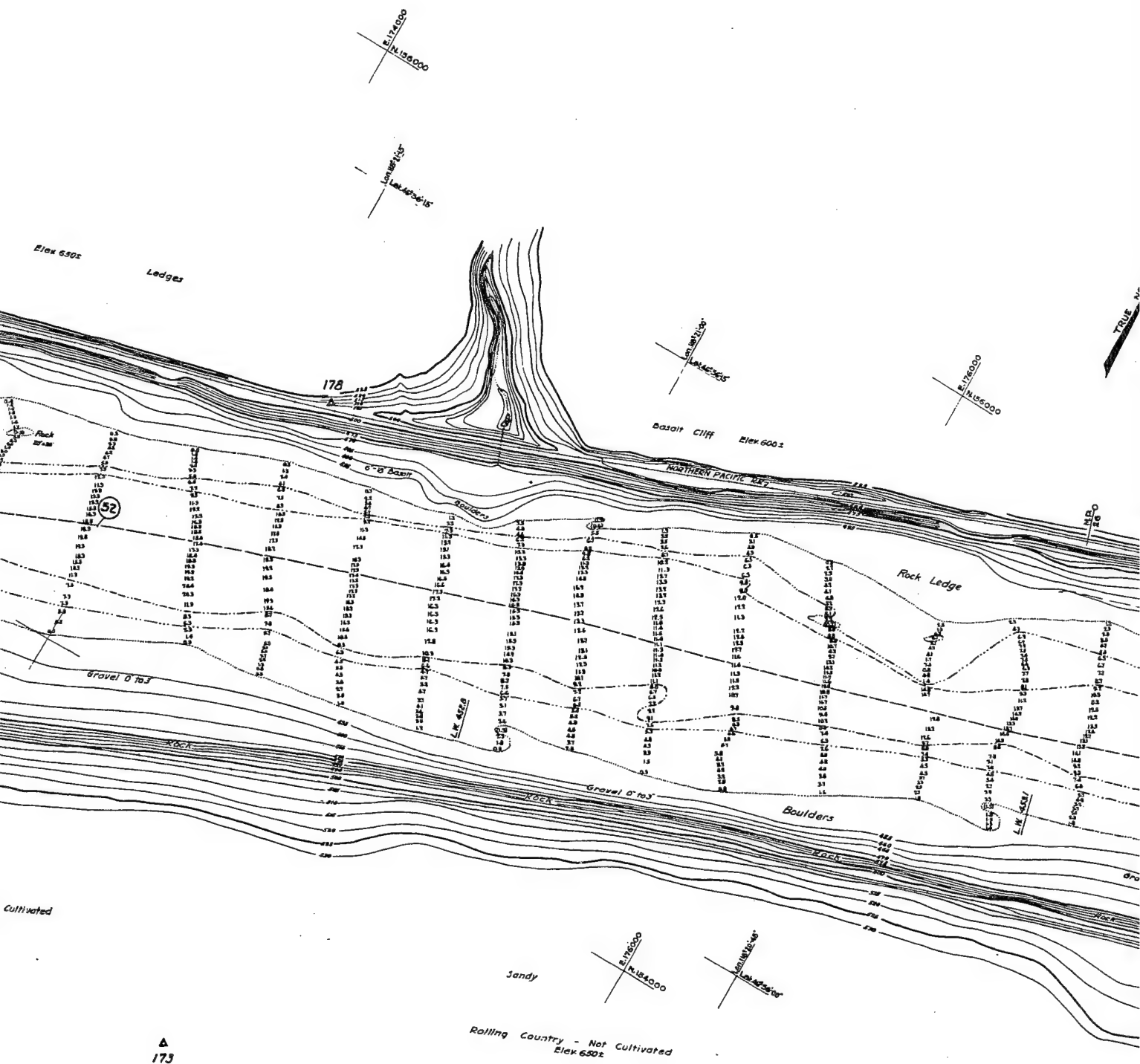
Allen L. Darr
Associate Engineer

Arthur L. Darr
Major, Corps of Engineers

Drawn by G.B.E. J.E.B.

Transmitted with report dated June 10, 1935.

SN-1-12/47



Note:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT TUPANA, EL. 512.09 M. S. L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

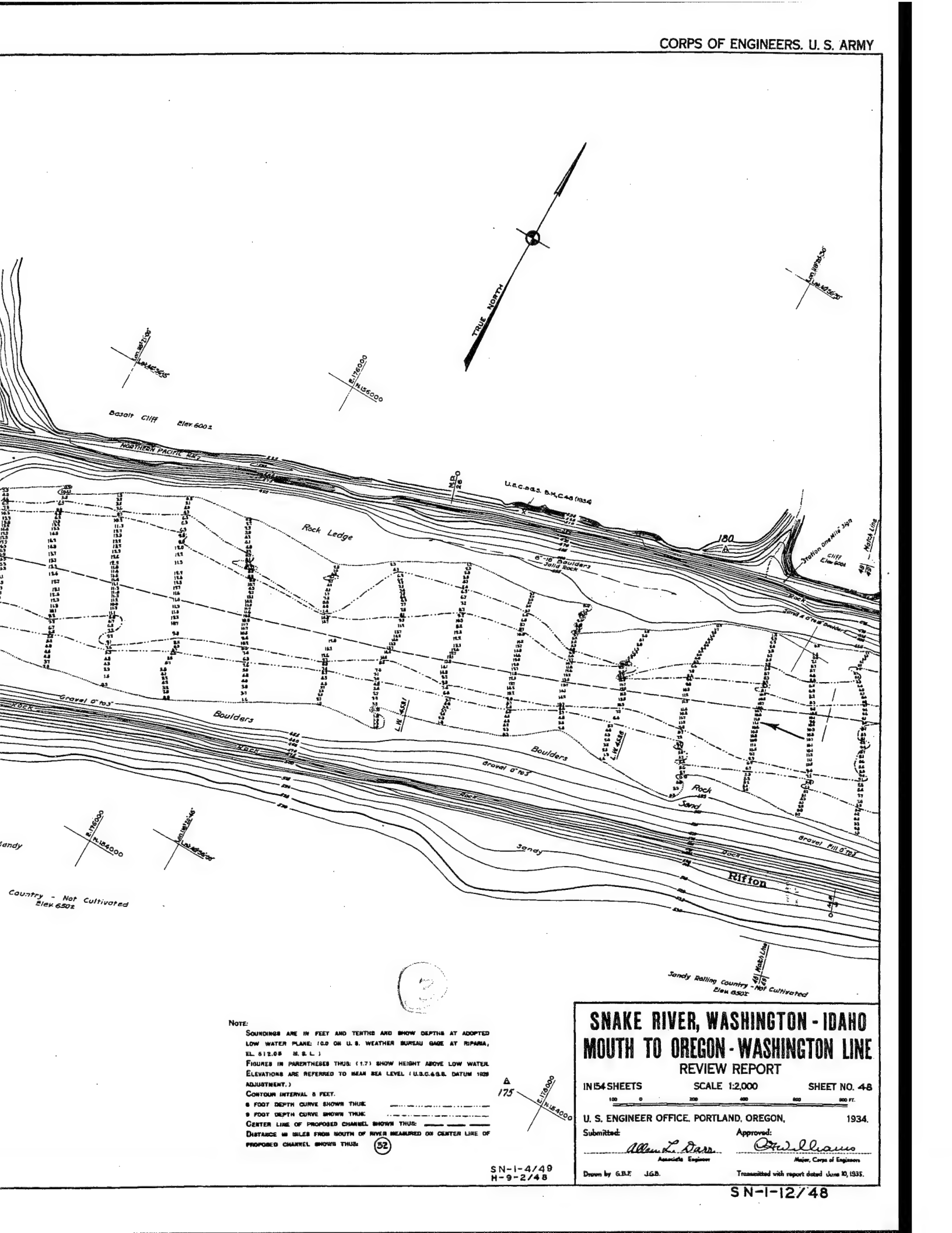
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

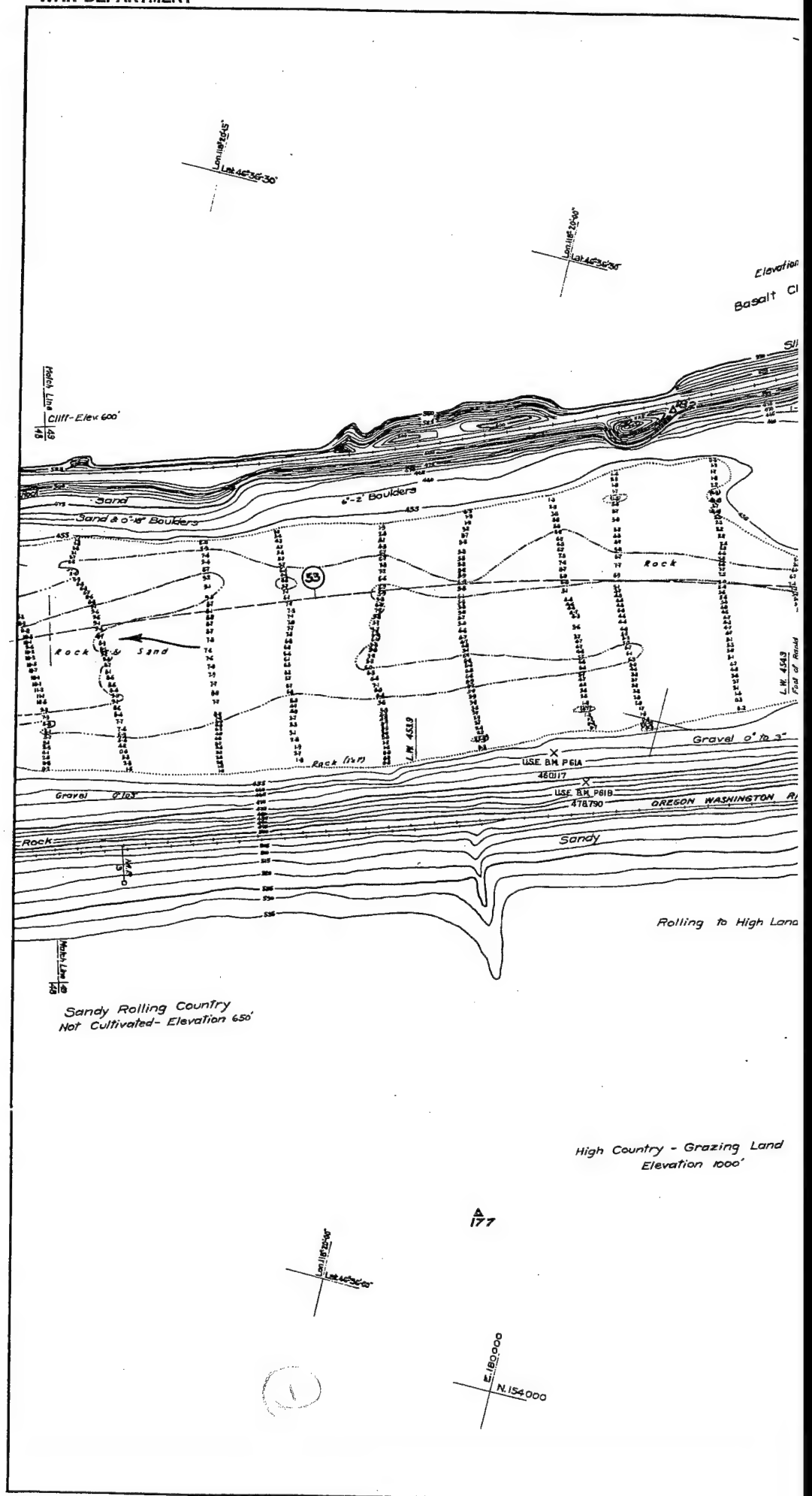
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (52)

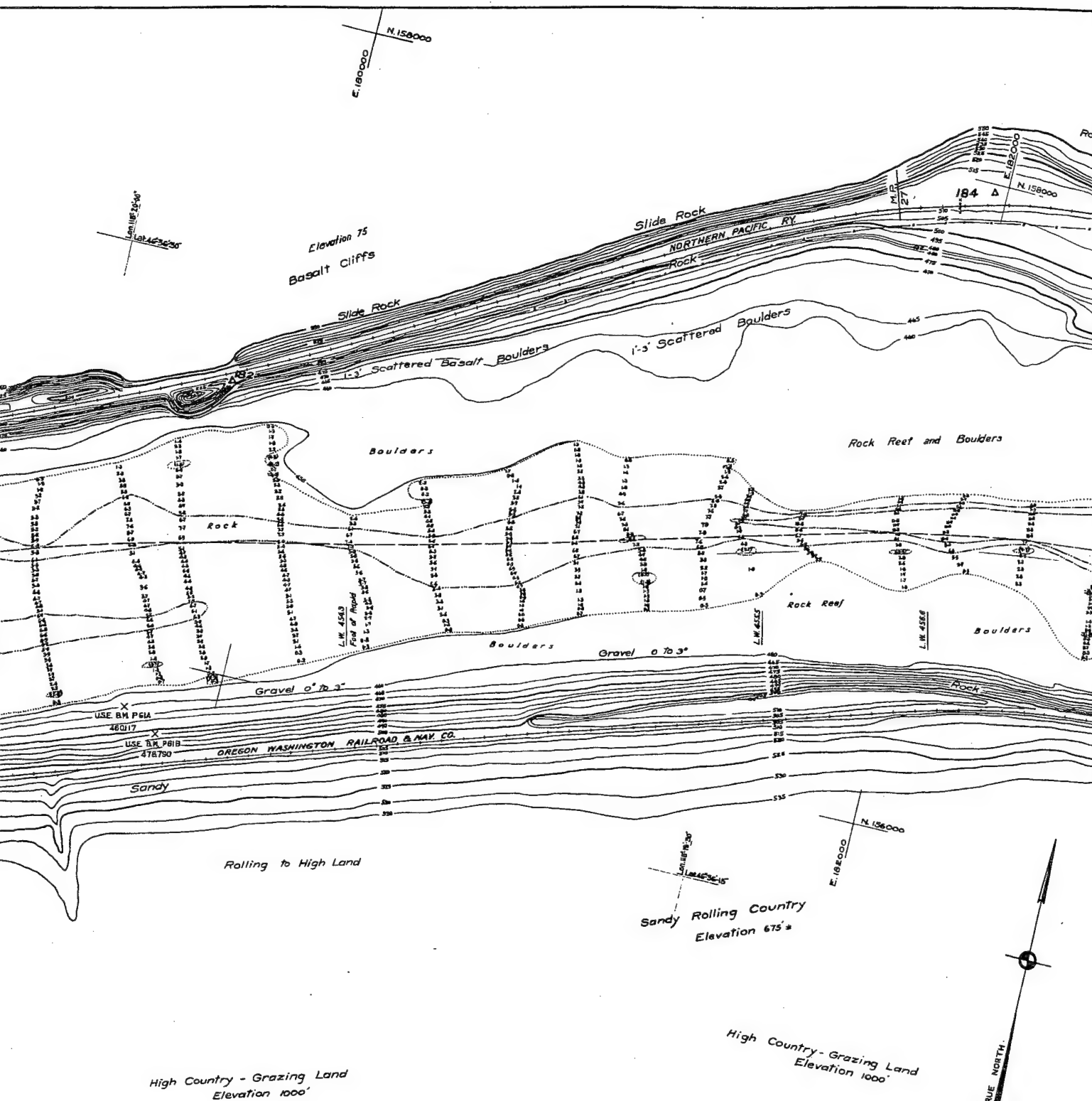


52

Drawn by G.B.F. J.G.B. Transmitted with report dated June 10, 1935.

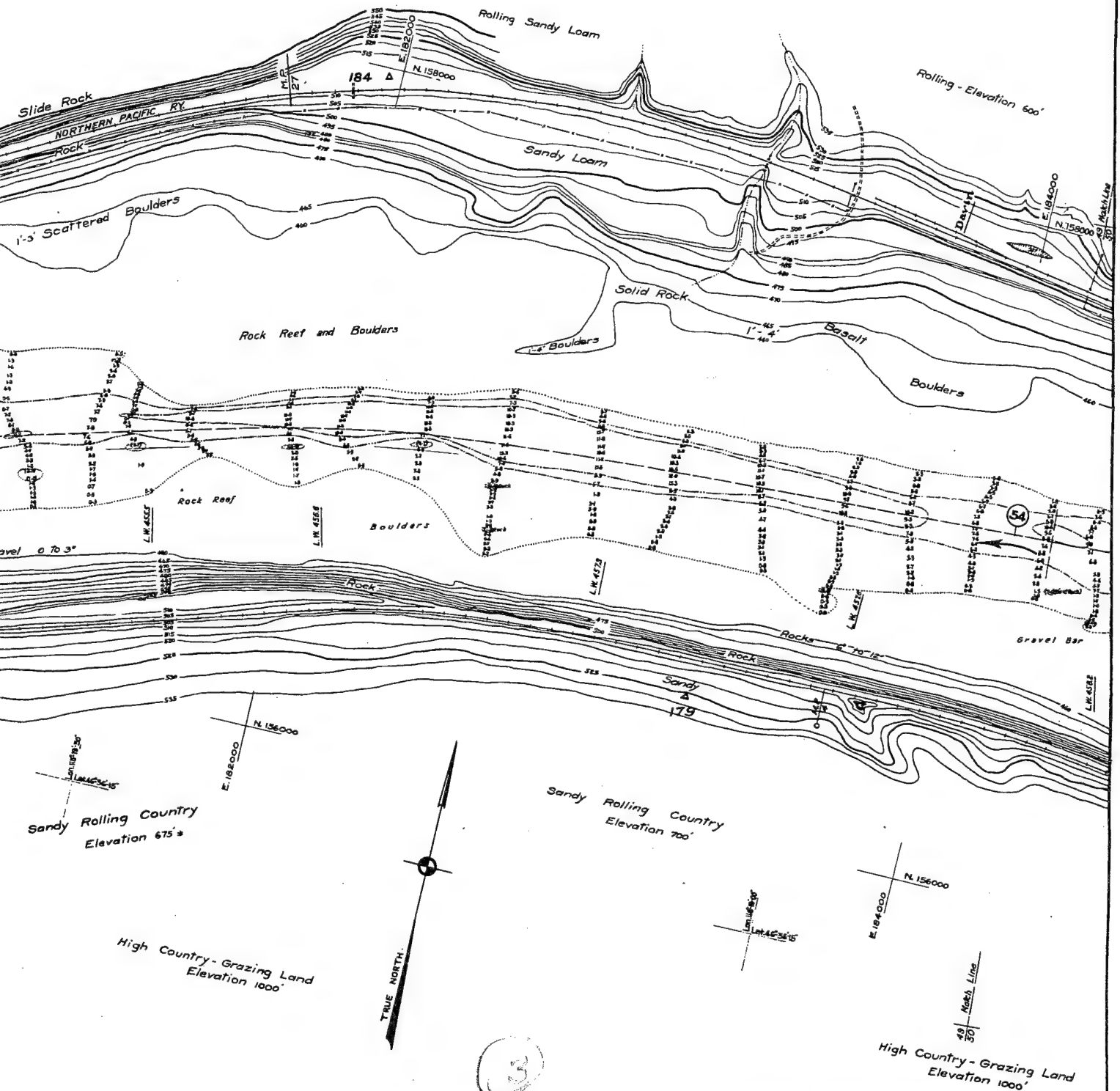
SN-1-12/48





A
177

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: 10.0 ON U.S. WE
EL. 812.03 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7)
ELEVATIONS ARE REFERRED TO MEAN 0
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS:
5 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL 5
DISTANCE IN MILES FROM MOUTH OF R.
PROPOSED CHANNEL SHOWN THUS: (



Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 49

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

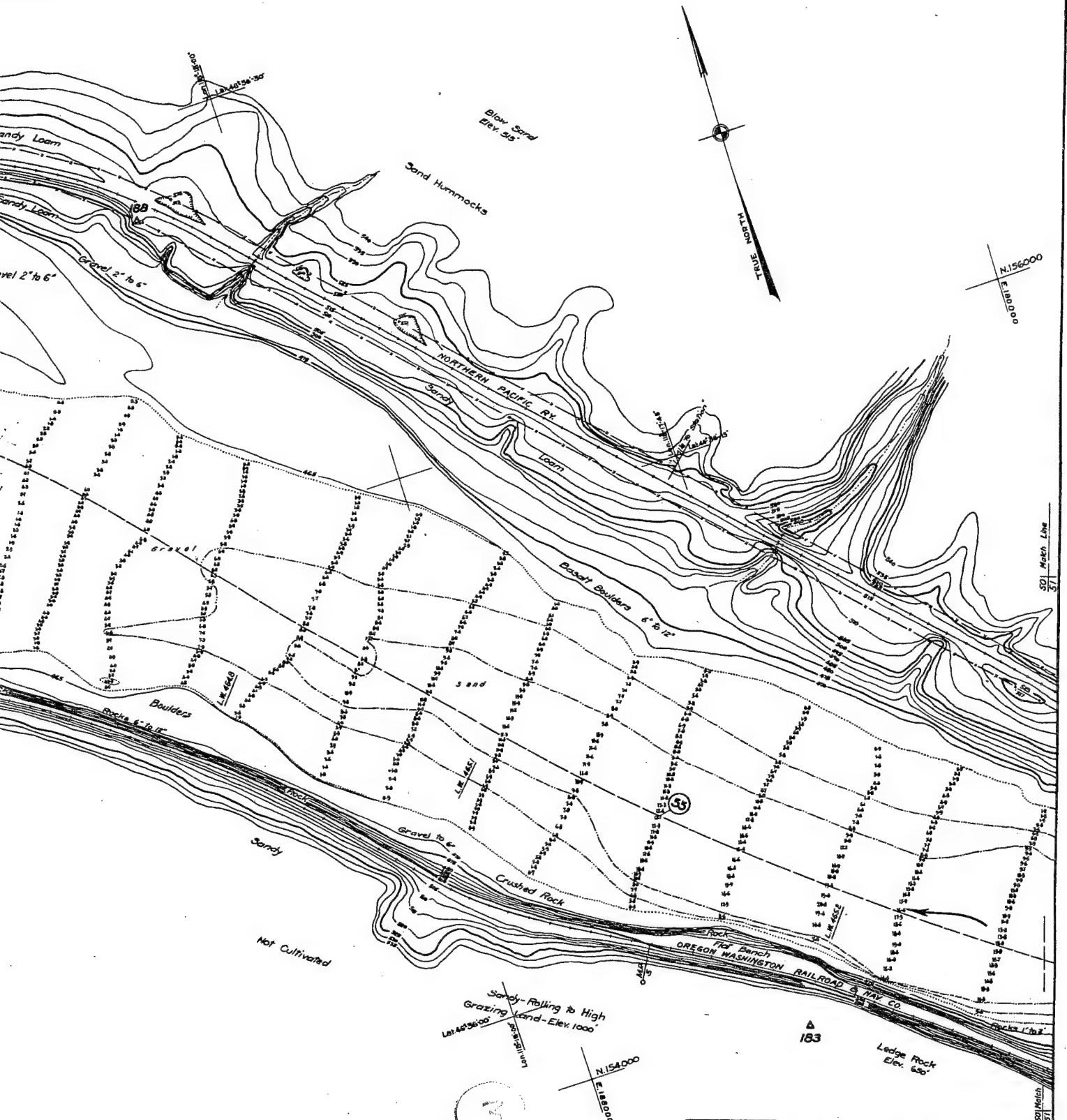
Allen L. Darr
Associate EngineerC. J. Williams
Major, Corps of Engineers

Drawn by O.S. R.G.V.

Transmitted with report dated June 10, 1935.

SN-1-4/50
H-9-2/49

SN-1-12/49

Gravel Hills
Elev. 600

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPAIA, EL. 612.05 M.S.L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1008 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (55)

SN-1-4/51
H-9-2/50

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN154 SHEETS

SCALE 1:2,000

SHEET NO. 50

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

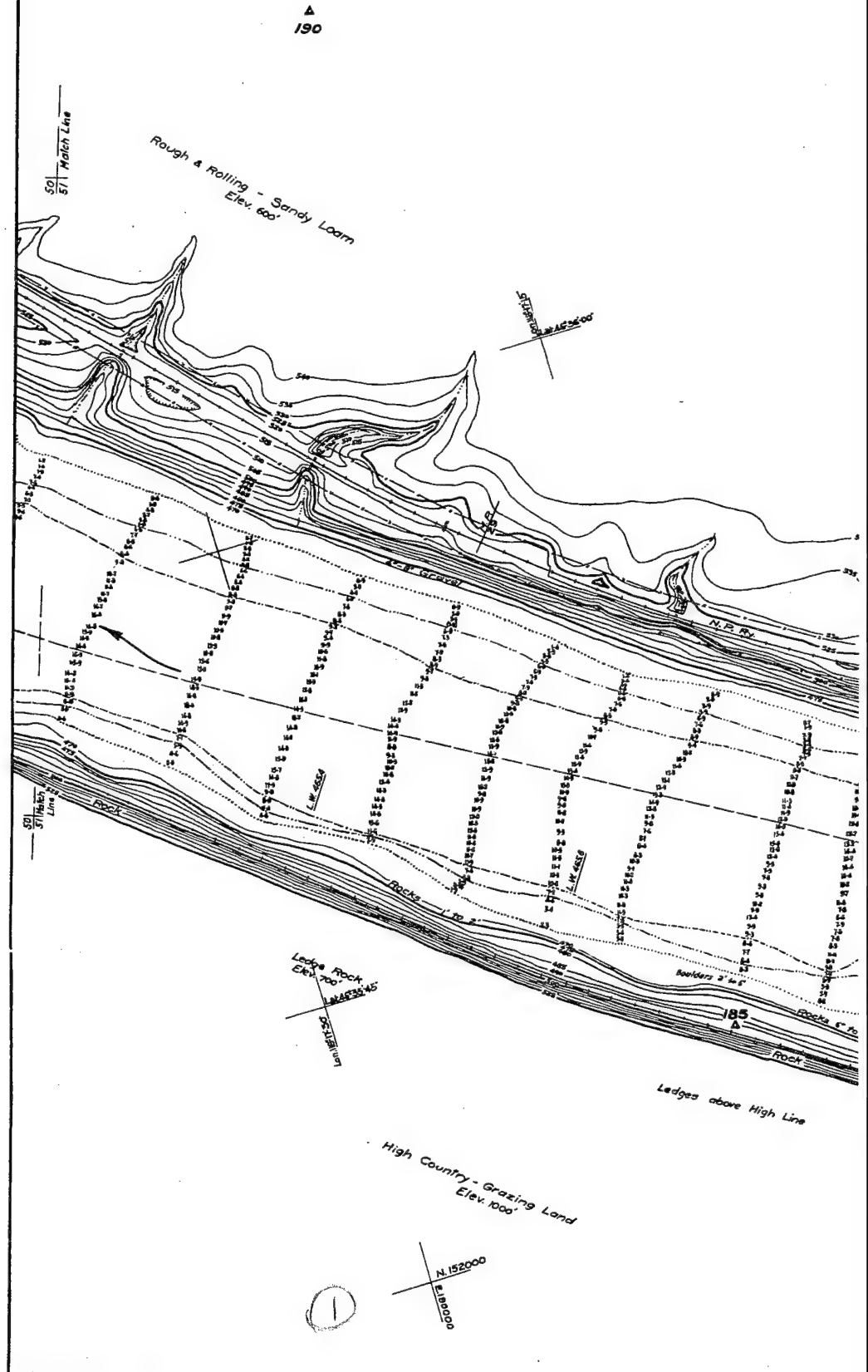
Allen L. Darr
Associate Engineer

W. H. Williams
Major, Corps of Engineers

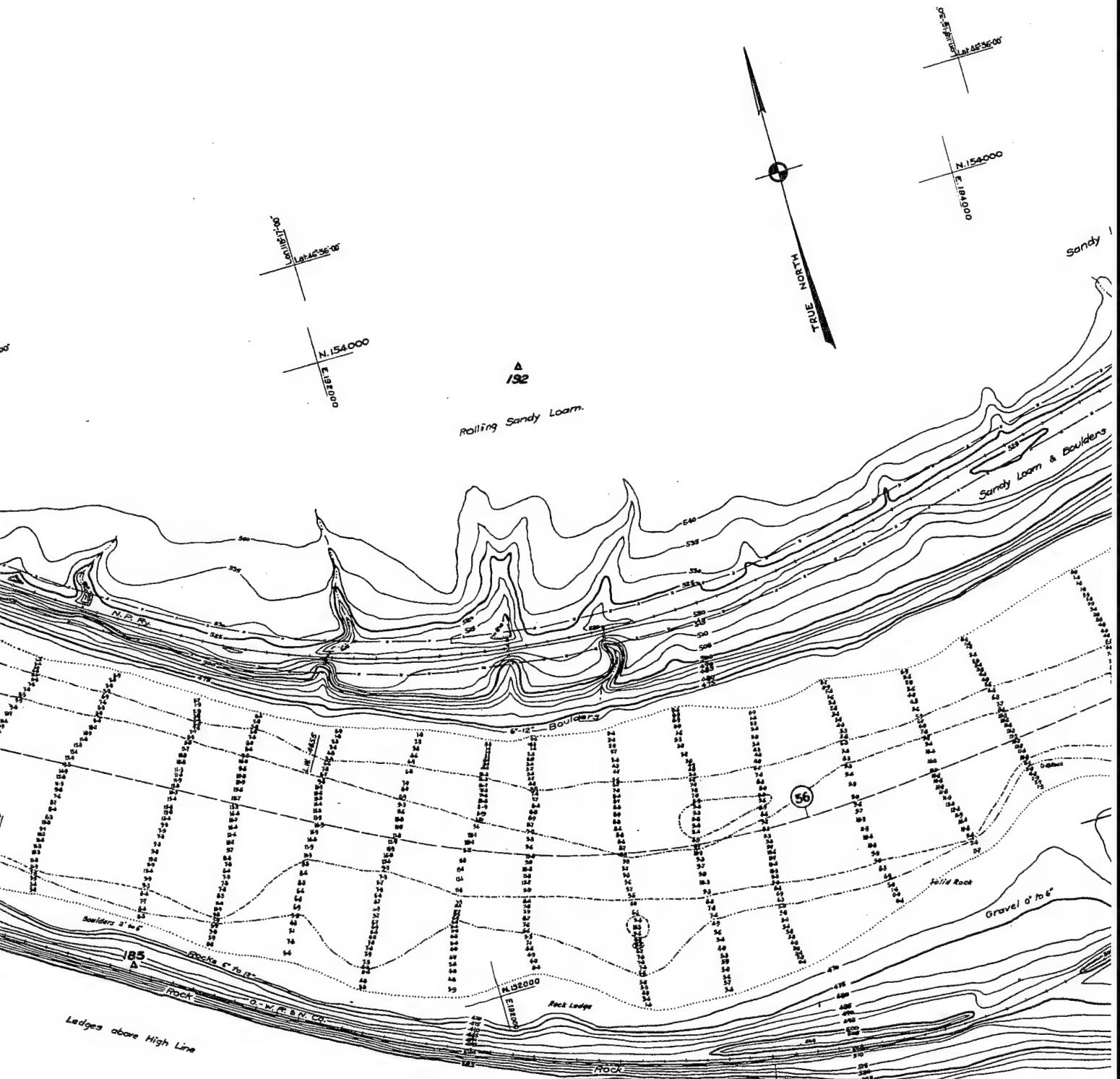
Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/50



Basalt Cliffs
Elev. 800'



Rolling Sandy Loam.

Sandy Loam & Boulders

Boulders

Solid Rock

Gravel 0' to 6'

Rock Ledge

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Rock

Ledges

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
EL. 912.05 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.O.G.S. DATUM 1928
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
8 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (56)

Rolling to High Land

Grazing Land
Elev. 1000'

Rolling to High Land

IN154SHEETS SCALE 1:2,000 SHEET NO. 51

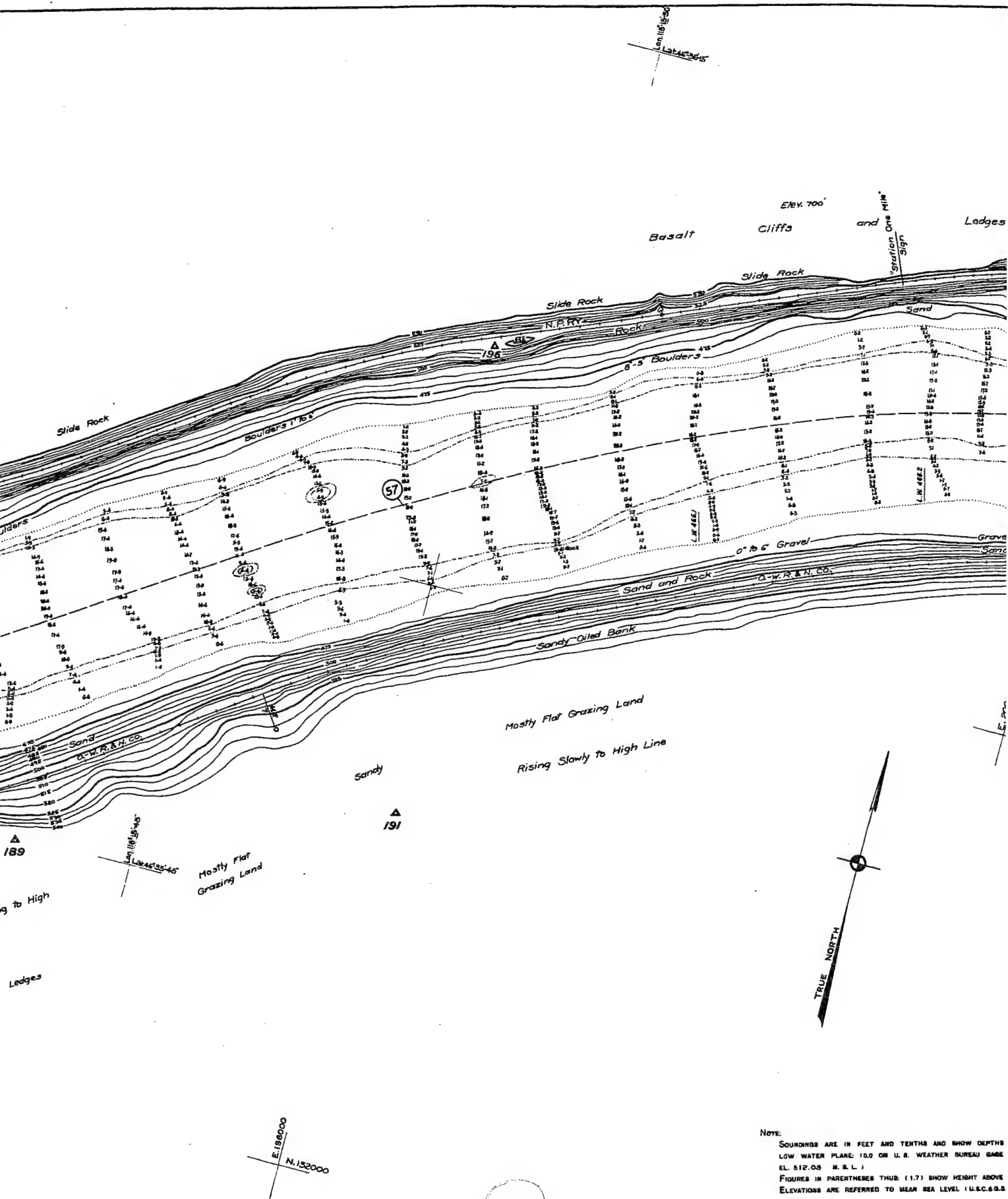
1934.

Approved:

G. Williams
Major, Corps of Engineers

Transmitted with report dated June 10, 1935.

SN-1-12751



Note:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. ADJUSTMENT.)

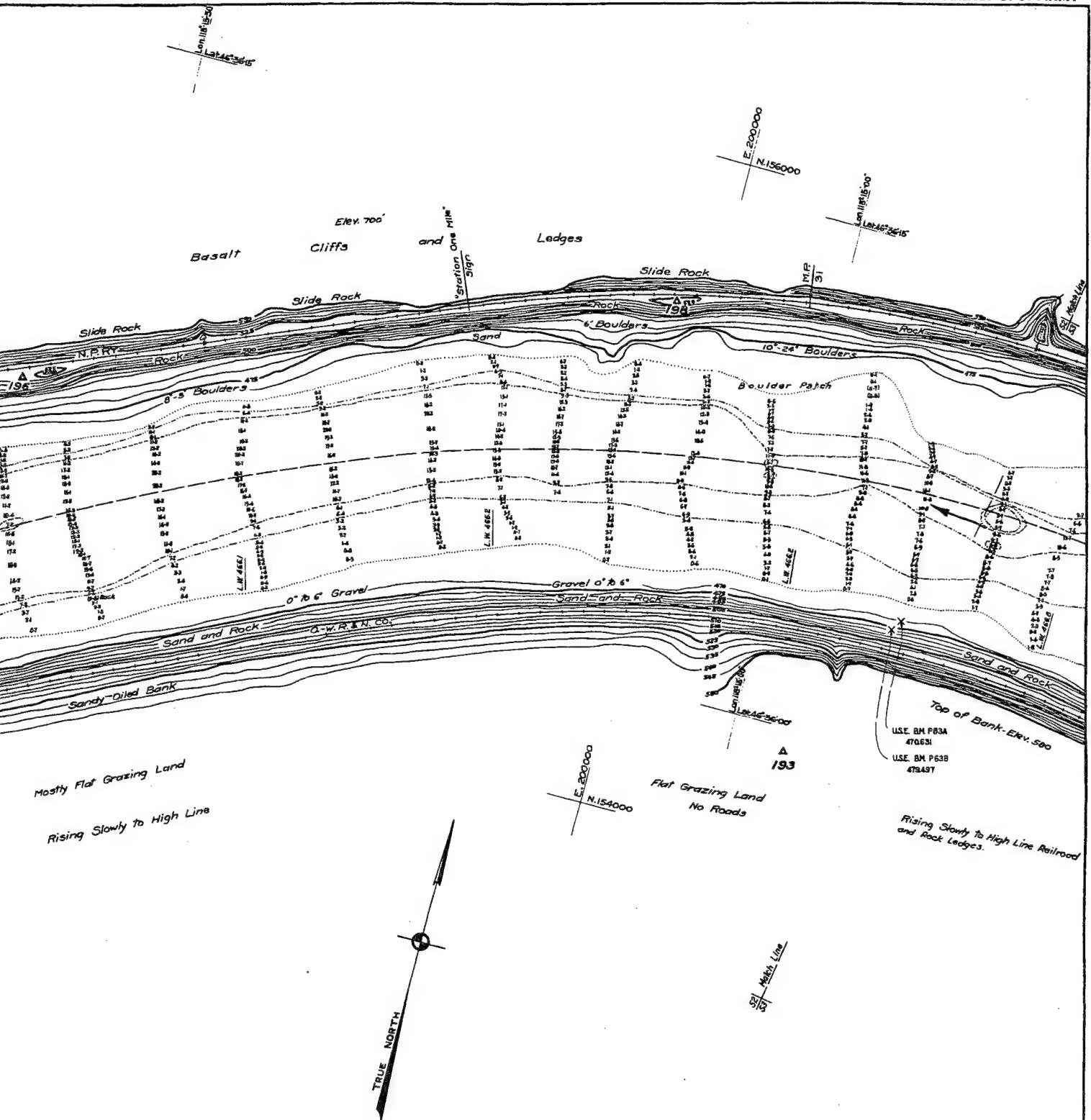
CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

8 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CE PROPOSED CHANNEL SHOWN THUS: (57)



NOTE

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA, EL. 512.08 M. S. L. I.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1983 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

6 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (57)

SN-1-4/53
H-9-2/32

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 52

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

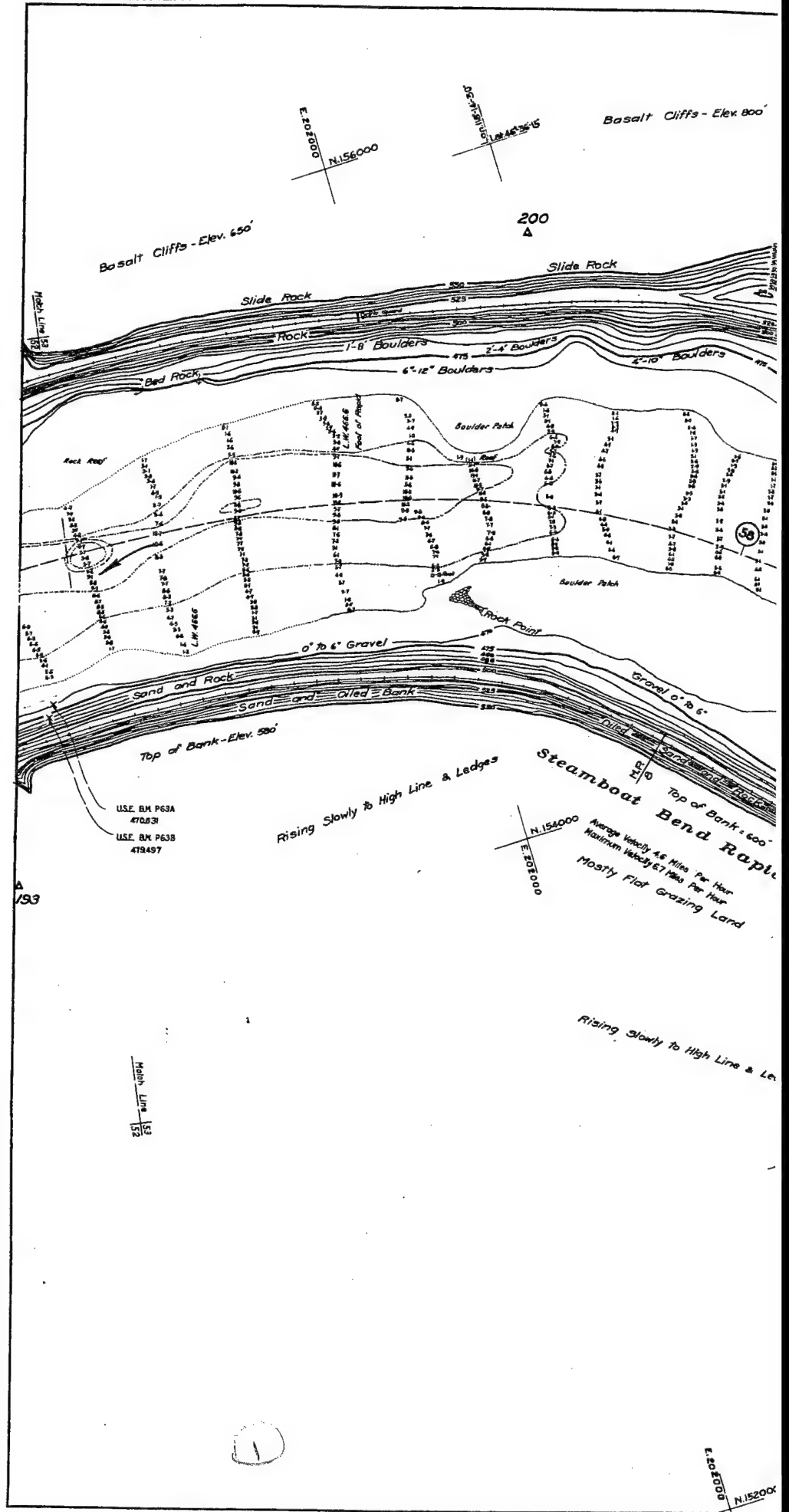
Allen L. Barr
Associate Engineer

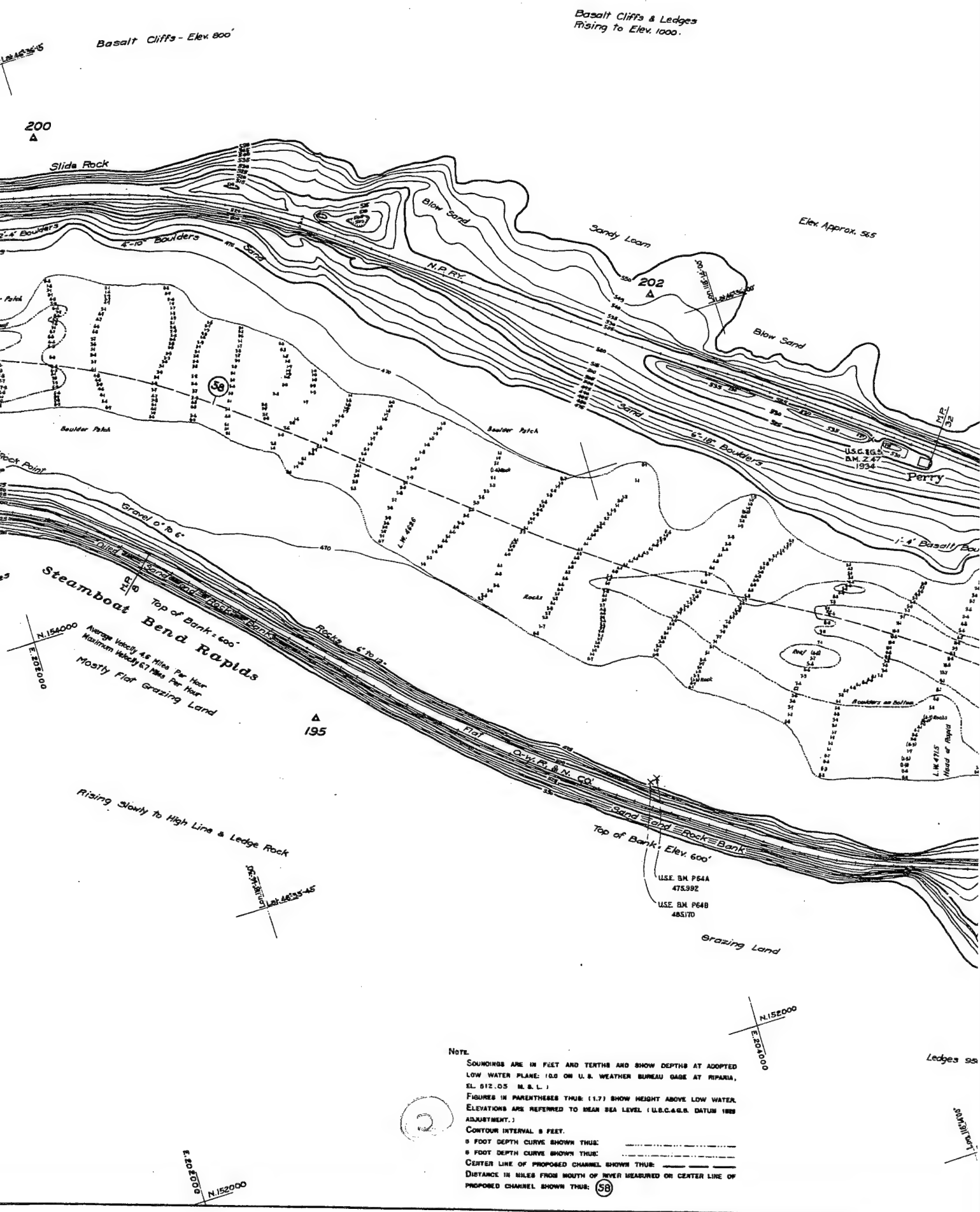
W. L. Williams
Major, Corps of Engineers

Drawn by O.S. R.E.Y.

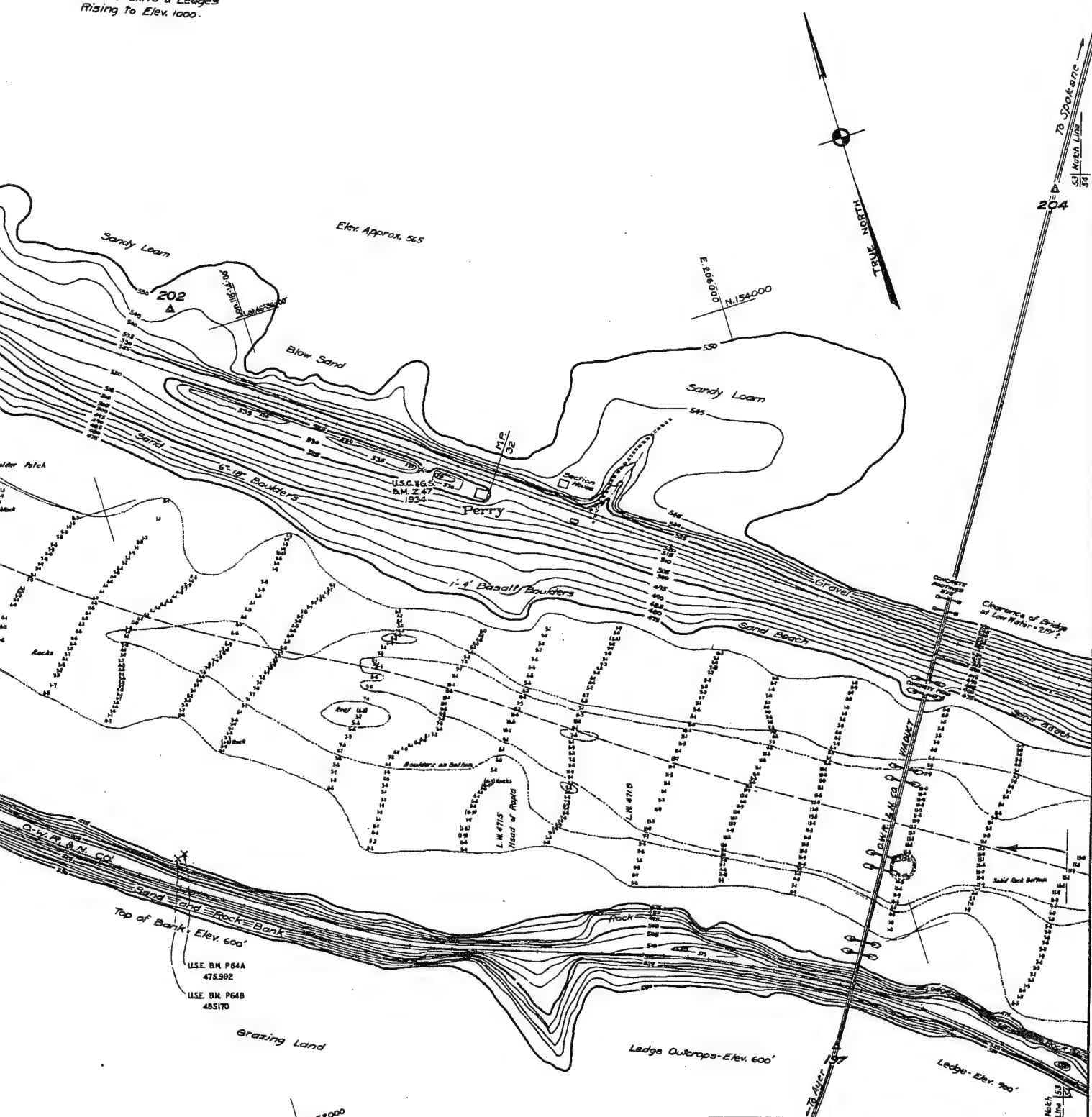
Transmitted with report dated June 10, 1935.

SN-1-12/52





Basalt Cliffs & Ledges
Rising to Elev. 1000.



HEIGHTS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA,
2.05 M.S.L.

HEIGHTS IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
HEIGHTS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929
MEAN.)

WATER INTERVAL: 8 FEET.

DEPTH CURVE SHOWN THUS: ————

DEPTH CURVE SHOWN THUS: ————

LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: (56)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 53

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

Ed. Williams
Major, Corps of Engineers

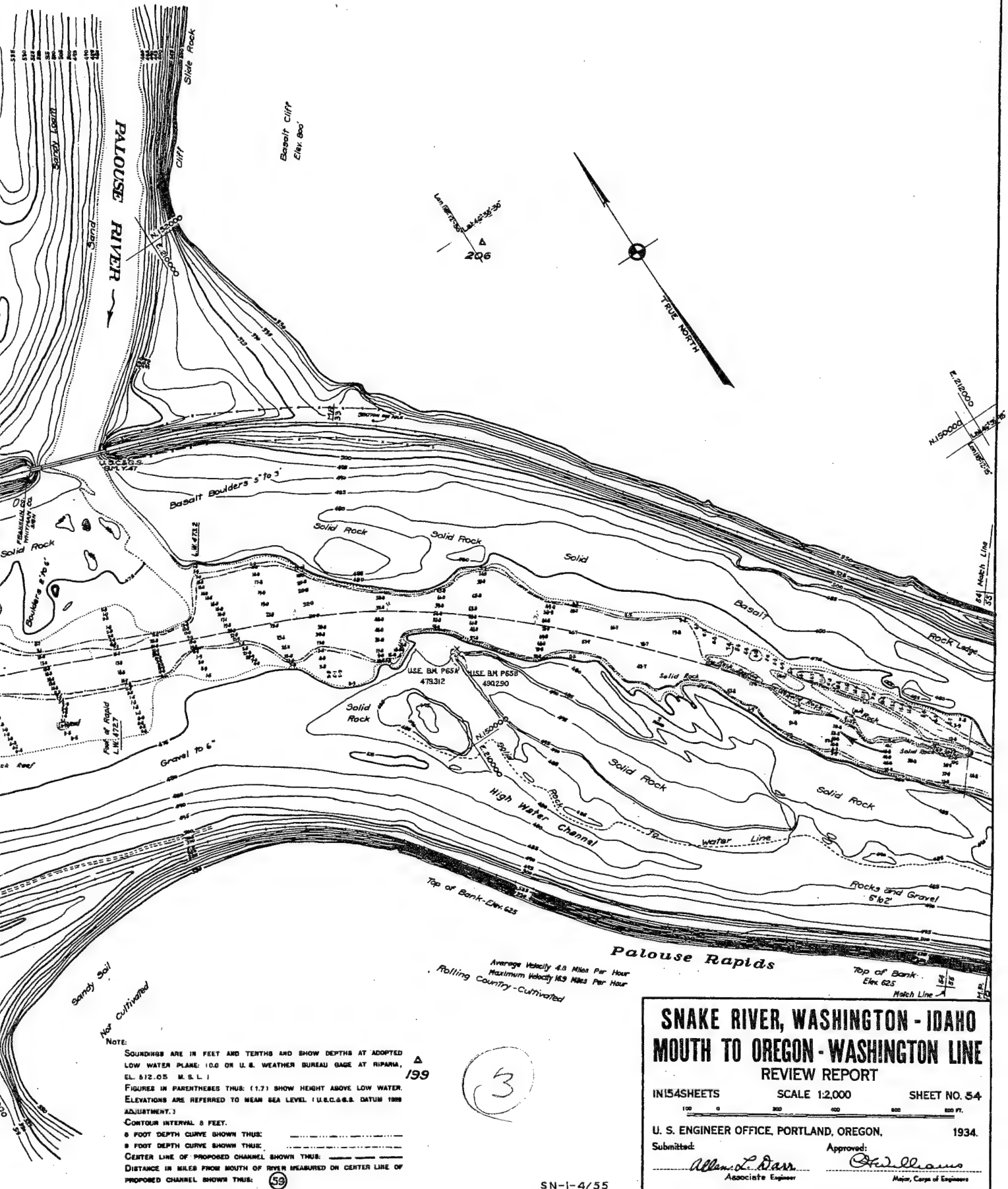
Drawn by O.S. R.E.Y.

Transmitted with report dated June 10, 1935.

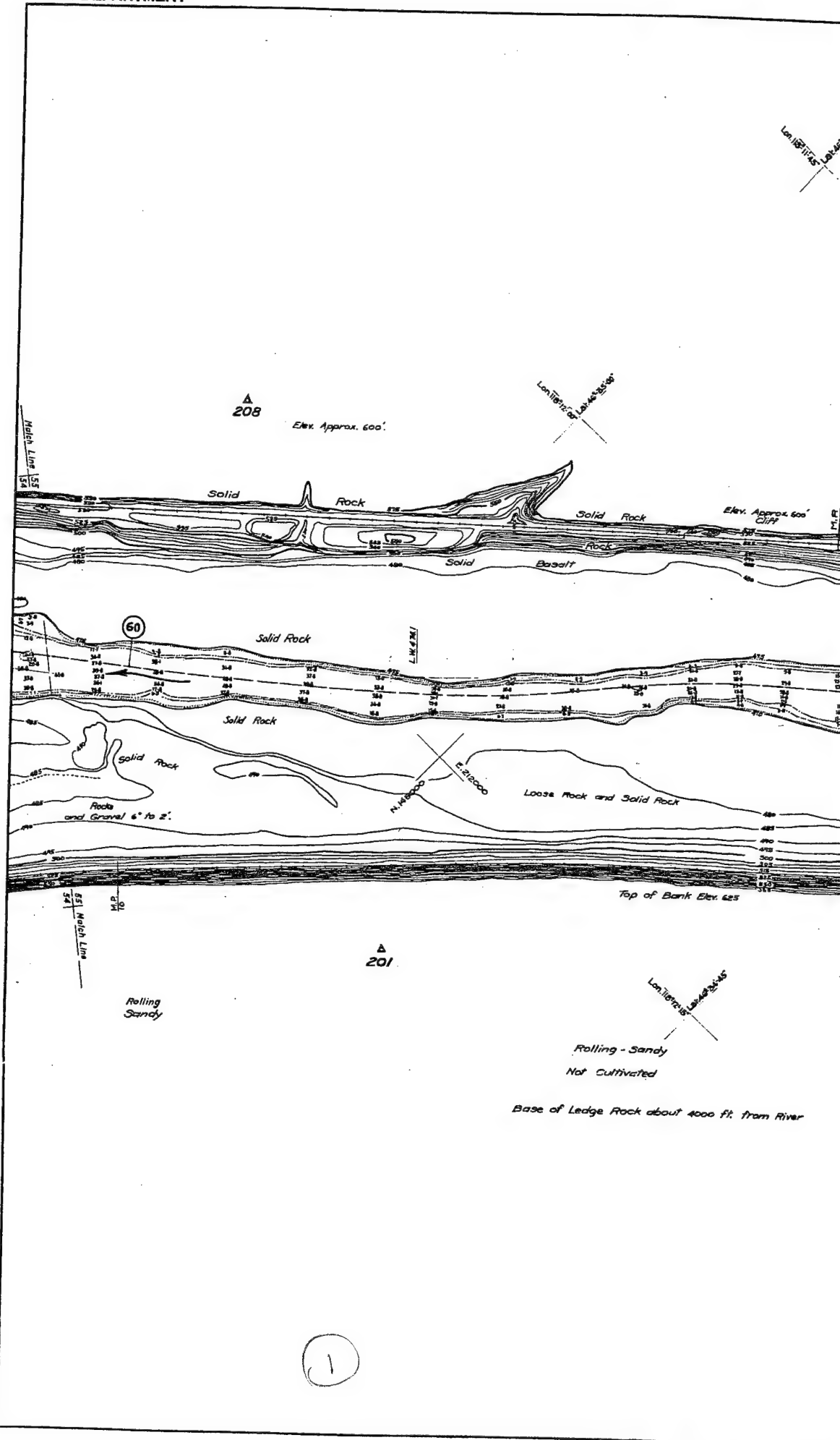
SN-1-4/54
H-9-2/53

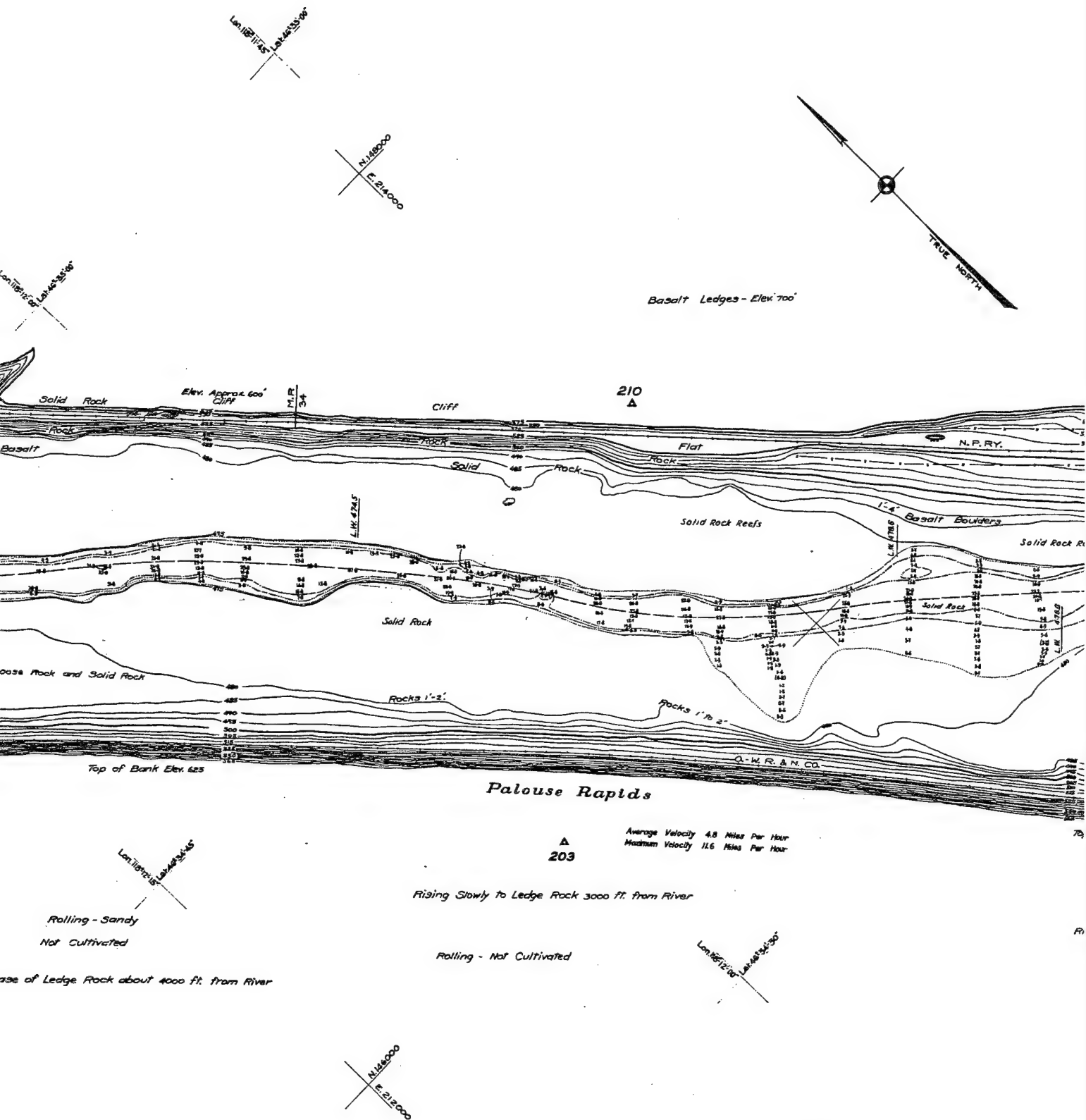
SN-1-12/53



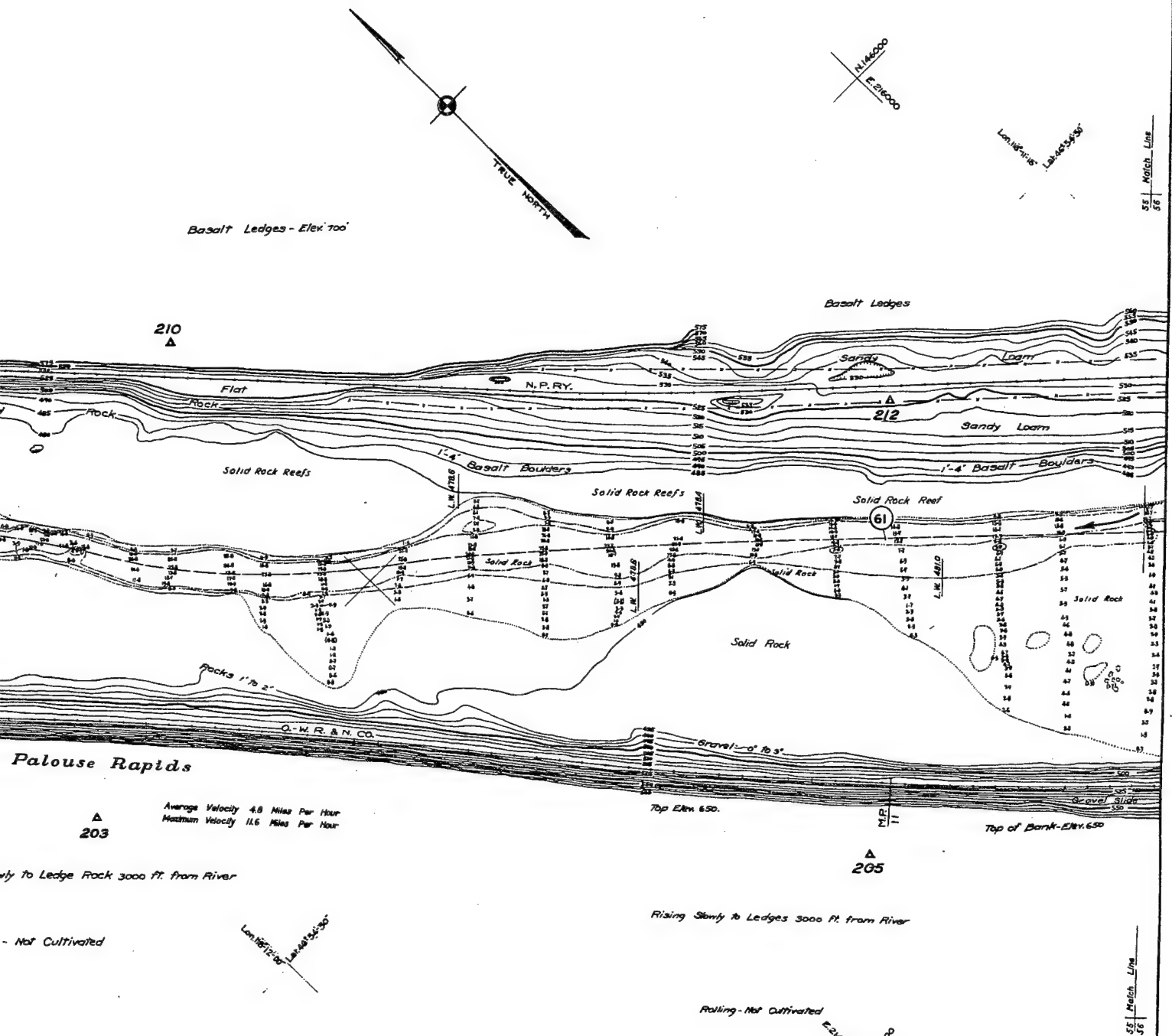


SN-1-12/54





Note:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT AD LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT EL. 512.05 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER PLANE
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ————
10 FOOT DEPTH CURVE SHOWN THUS: ————
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (61)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS:

5 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (51)

SN-1-4/56
H-9-2/55

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 53

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934

Submitted:

Approved:

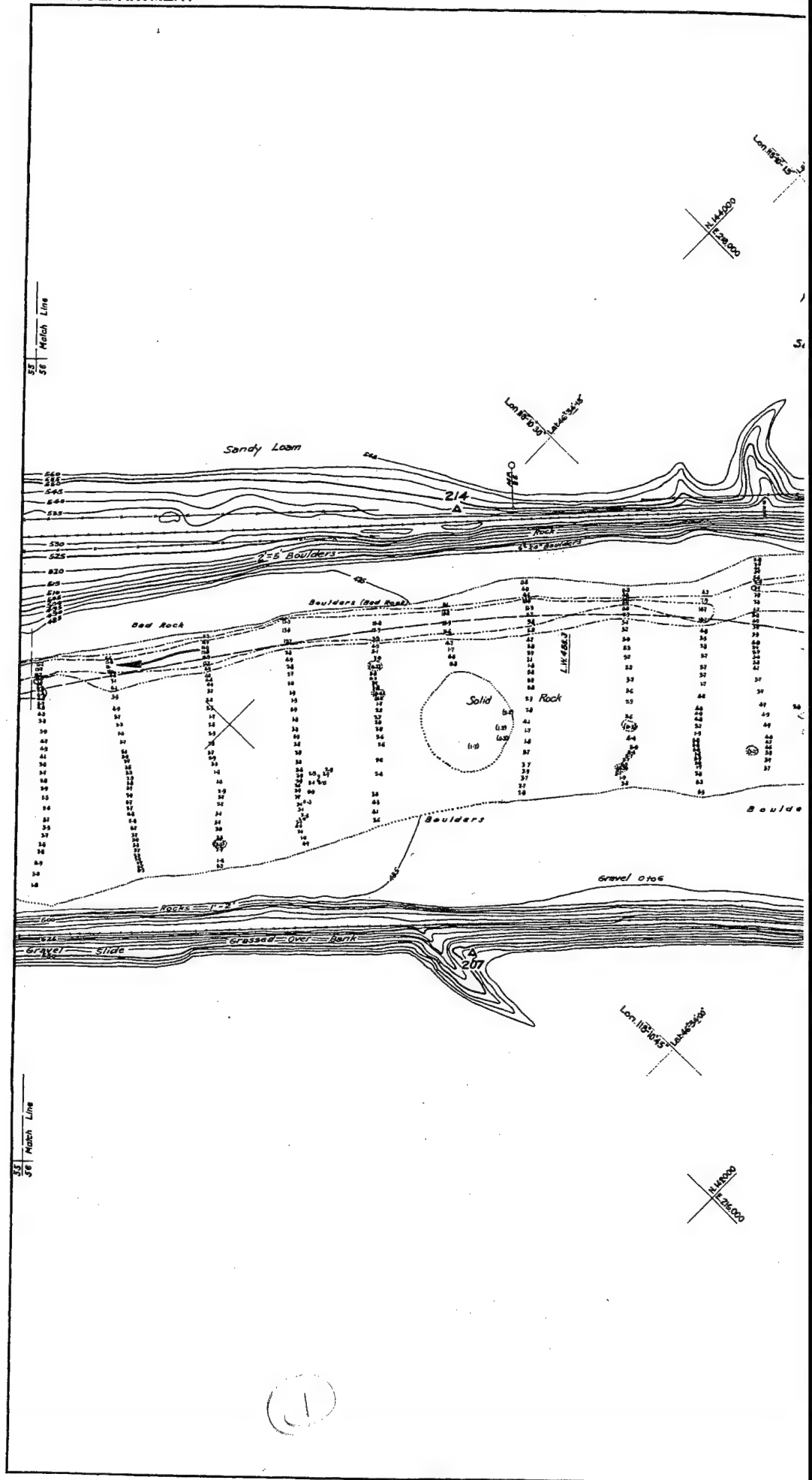
Allen L. Darr
Associate Engineer

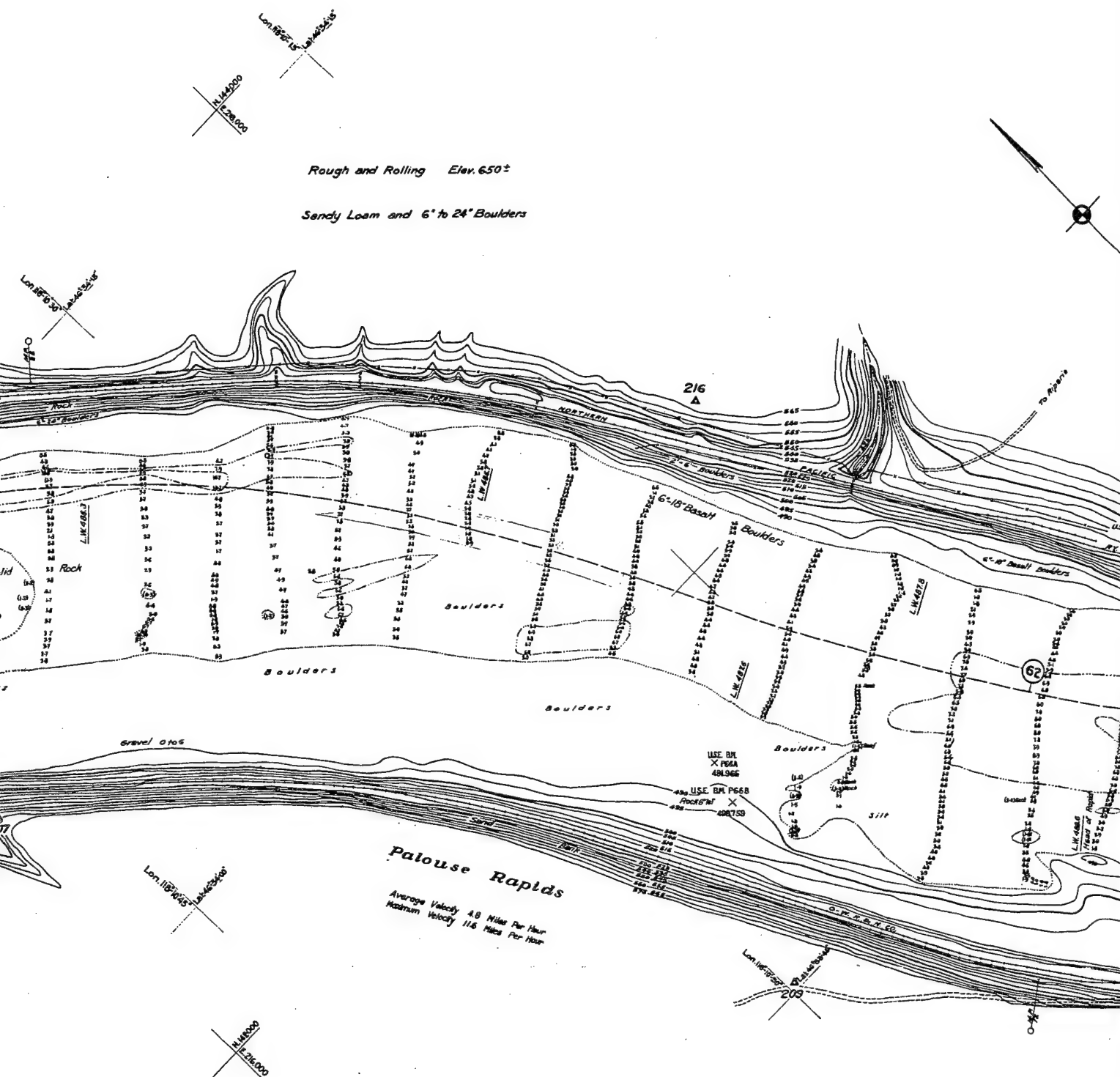
William A. Williams
Major, Corps of Engineers

Drawn by O.S. R.G.Y.

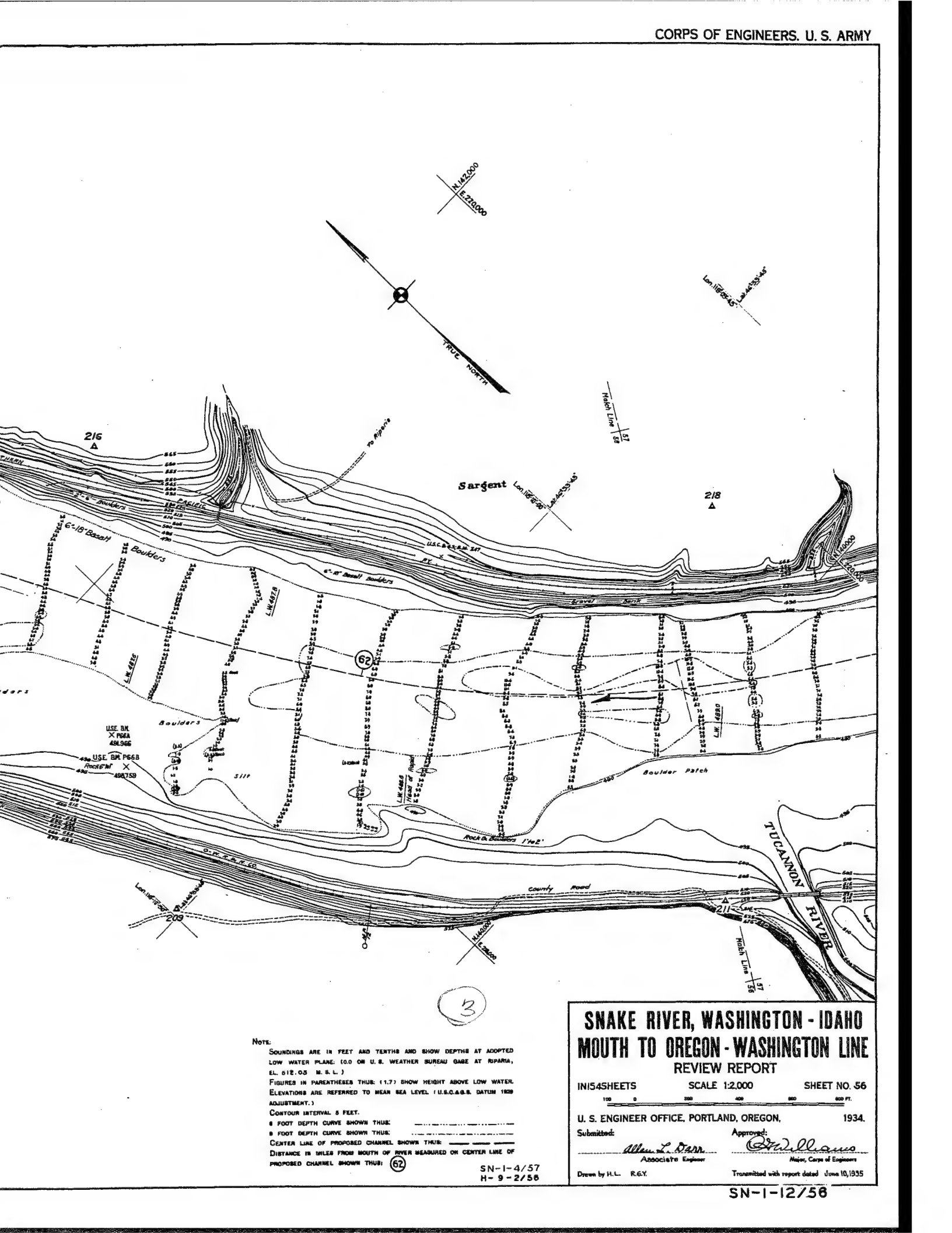
Transmitted with report dated June 10, 1935

SN-1-12/55





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUOY
 EL. 512.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW MEAN
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (1
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: ---
 8 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED
 PROPOSED CHANNEL SHOWN THUS: (62)



SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL: (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

6 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: 62

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

SHEET NO. 56

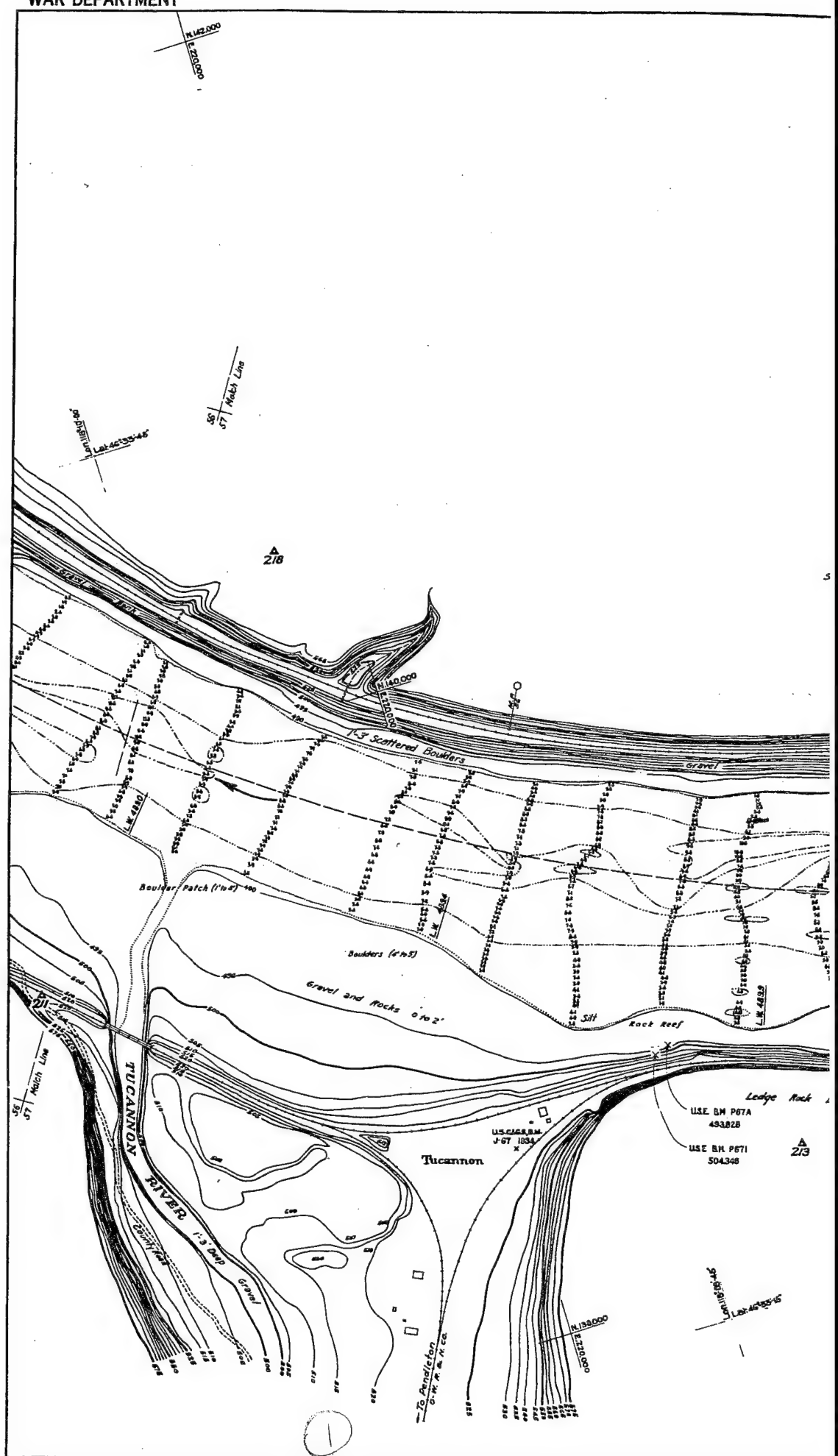
1934.

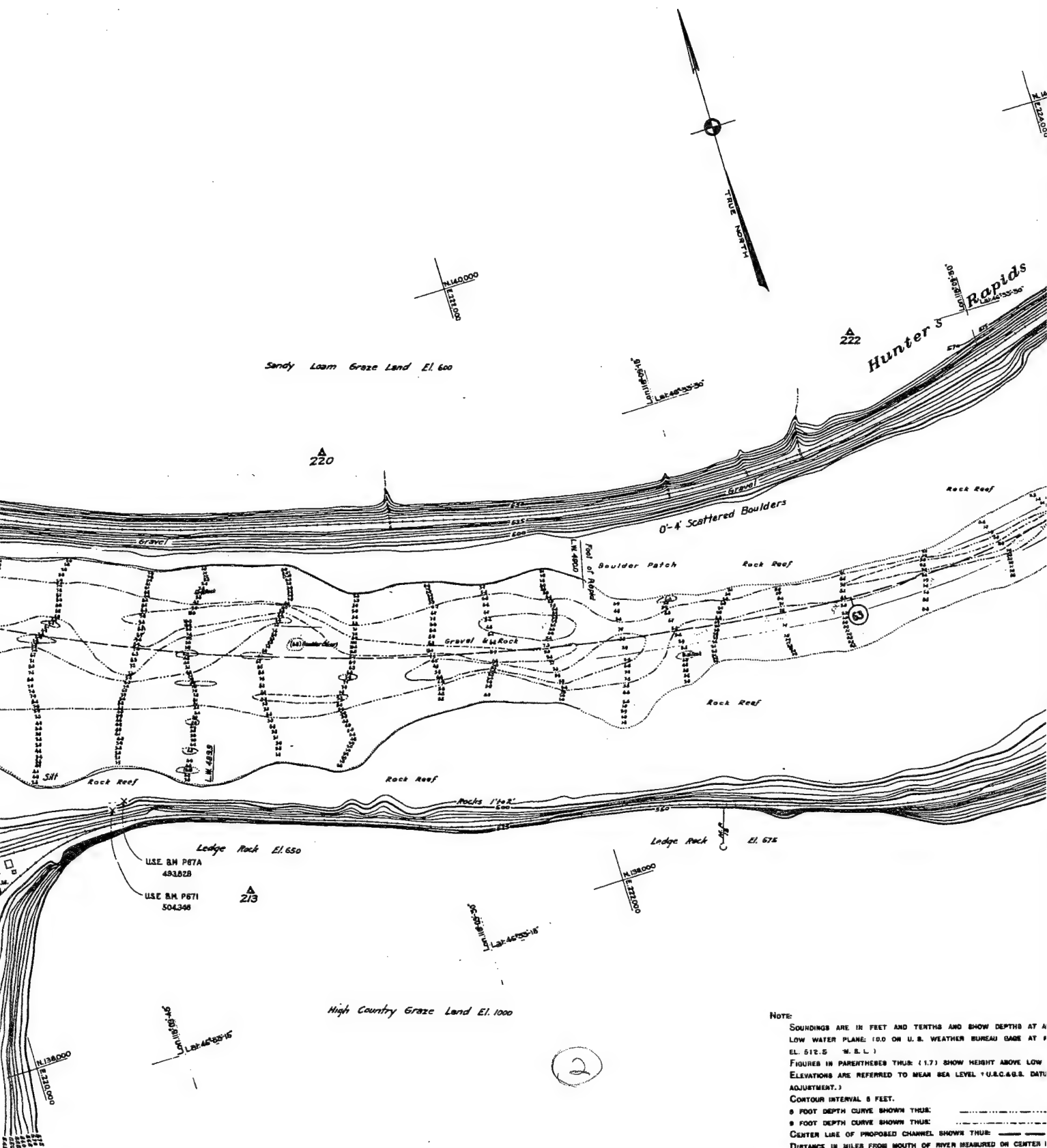
Approved:

Williams
Major, Corps of Engineers

Transmitted with report dated June 10, 1935

SN-1-12/58





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT A
 LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT #
 EL. 512.5 "M.S.L."
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 9 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER
 PROPOSED CHANNEL SHOWN THUS: (63)

SN-1-4
 H-9-2.



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL - U.S.C. & G.S. DATUM 1885 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (63)

SN-1-4/58
H-9-2/57

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 57

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

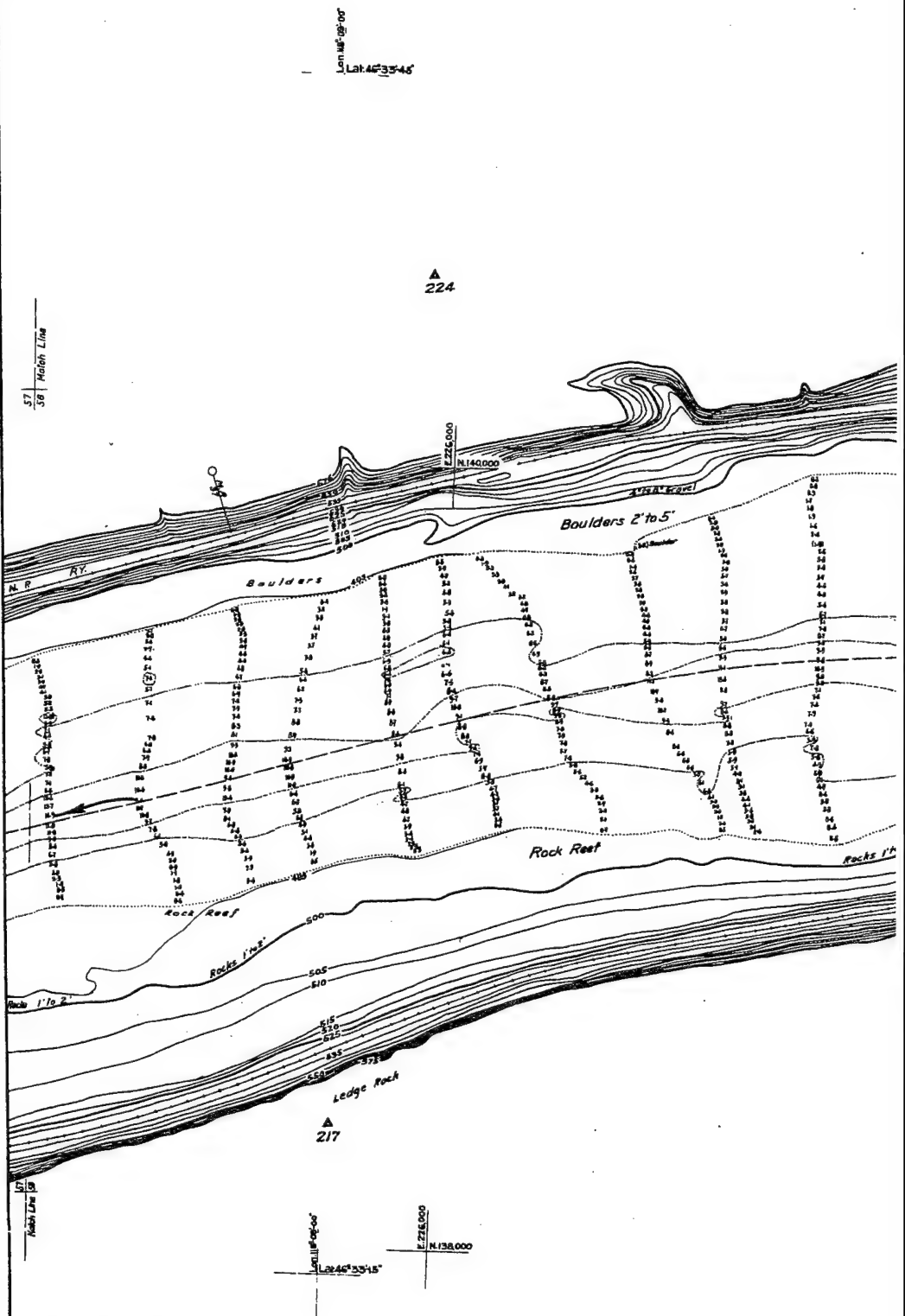
Allen L. Darr
Associate Engineer

Stullman
Major, Corps of Engineers

Drawn by H.L. R&Y

Transmitted with report dated June 10, 1935

SN-1-12/57



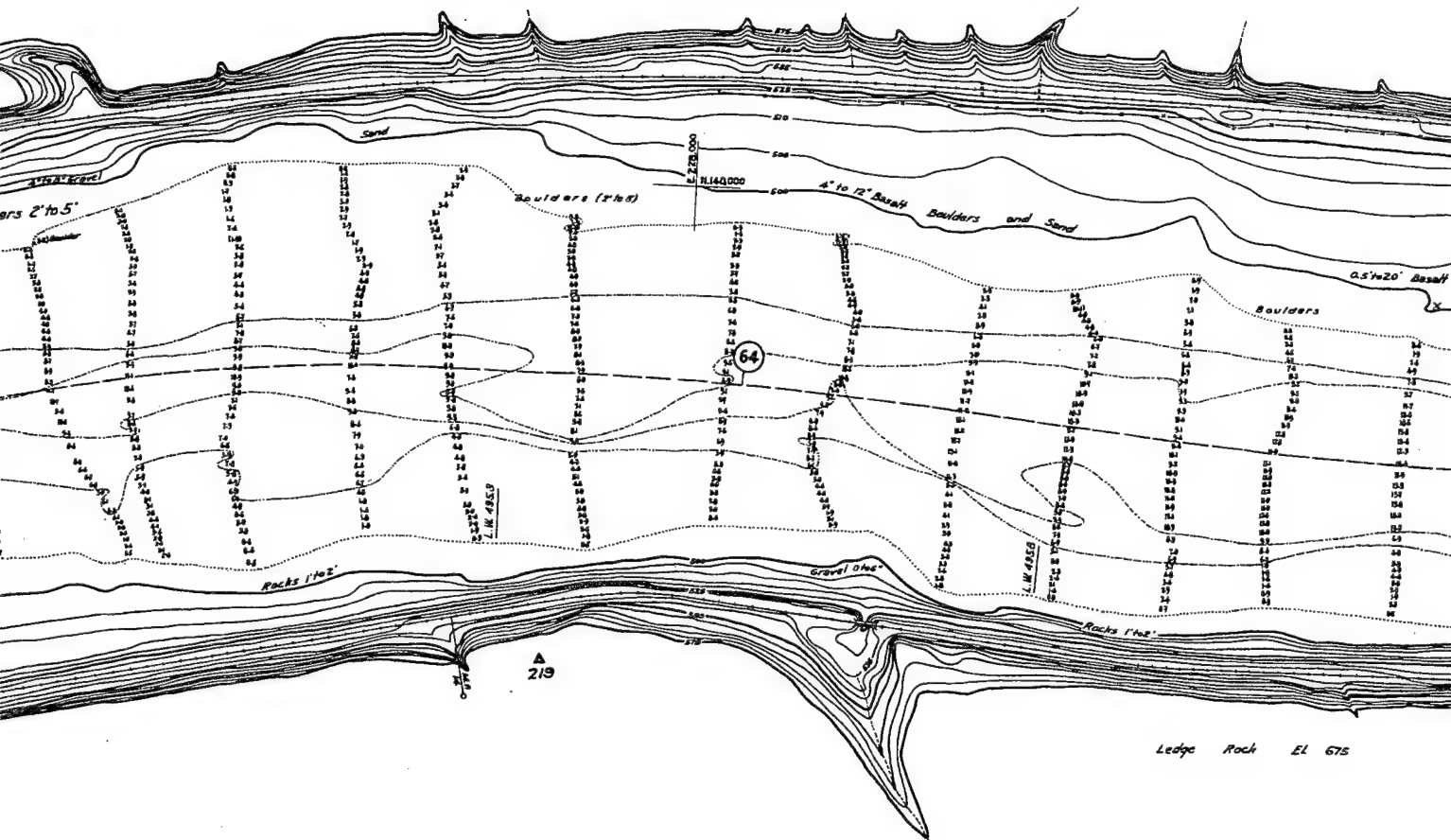
High Country Grazing Land El. 1000

Lat 46° 35' 45"
Long 118° 48' 30"

Grazing Land El. 700

▲
226

Gravelly Loam



Lat 46° 35' 45"
Long 118° 48' 30"
E. 228,000
N. 139,000

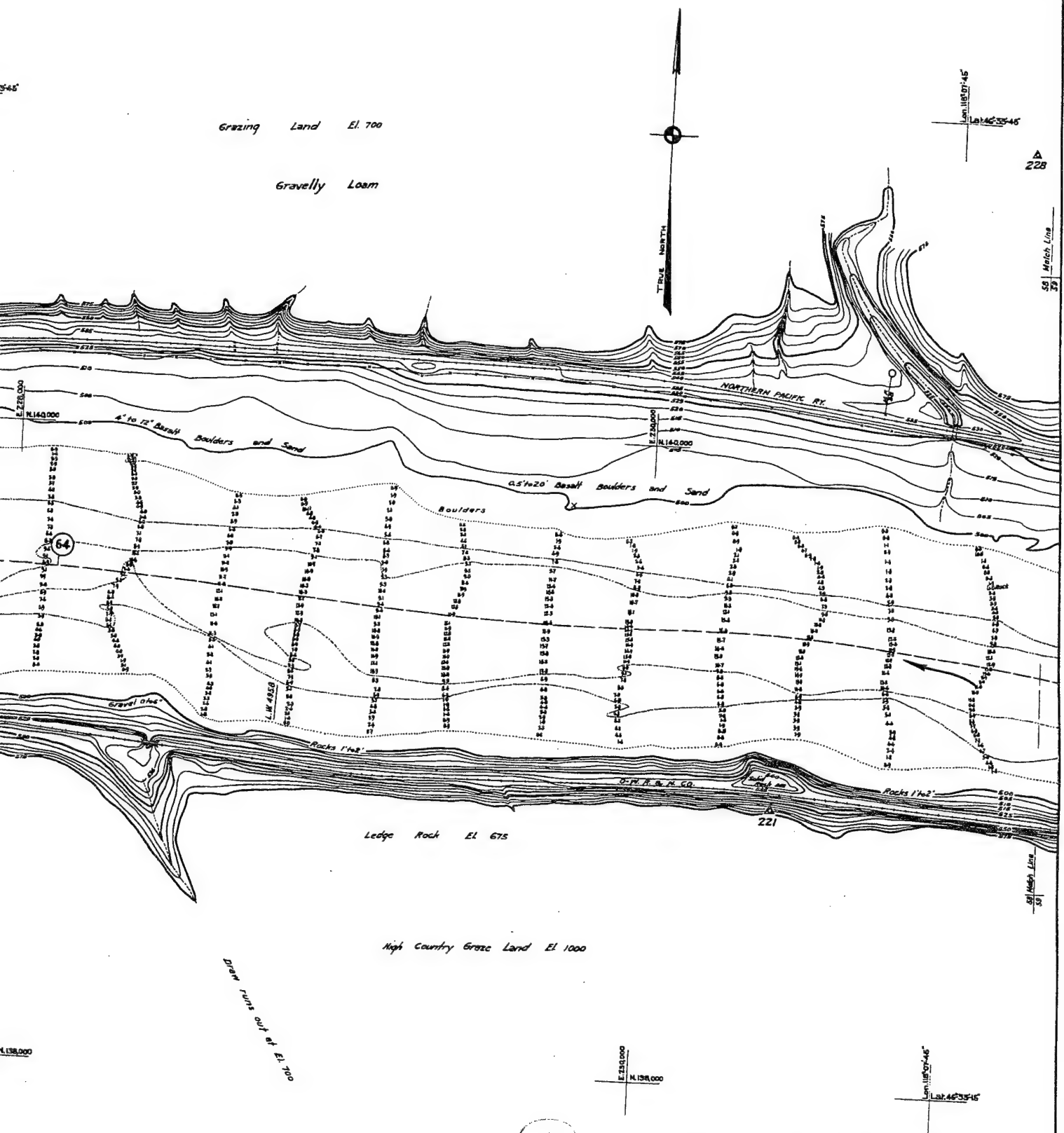
Water runs out of El. 700

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.B.S. DAT ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: -----
9 FOOT DEPTH CURVE SHOWN THUS: -----
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (6.4)

(2)

S
H



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

8 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (6.4)

SN-1-4/59
H-9-2/58

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

IN154SHEETS

SCALE 1:2000

SHEET NO. 58

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

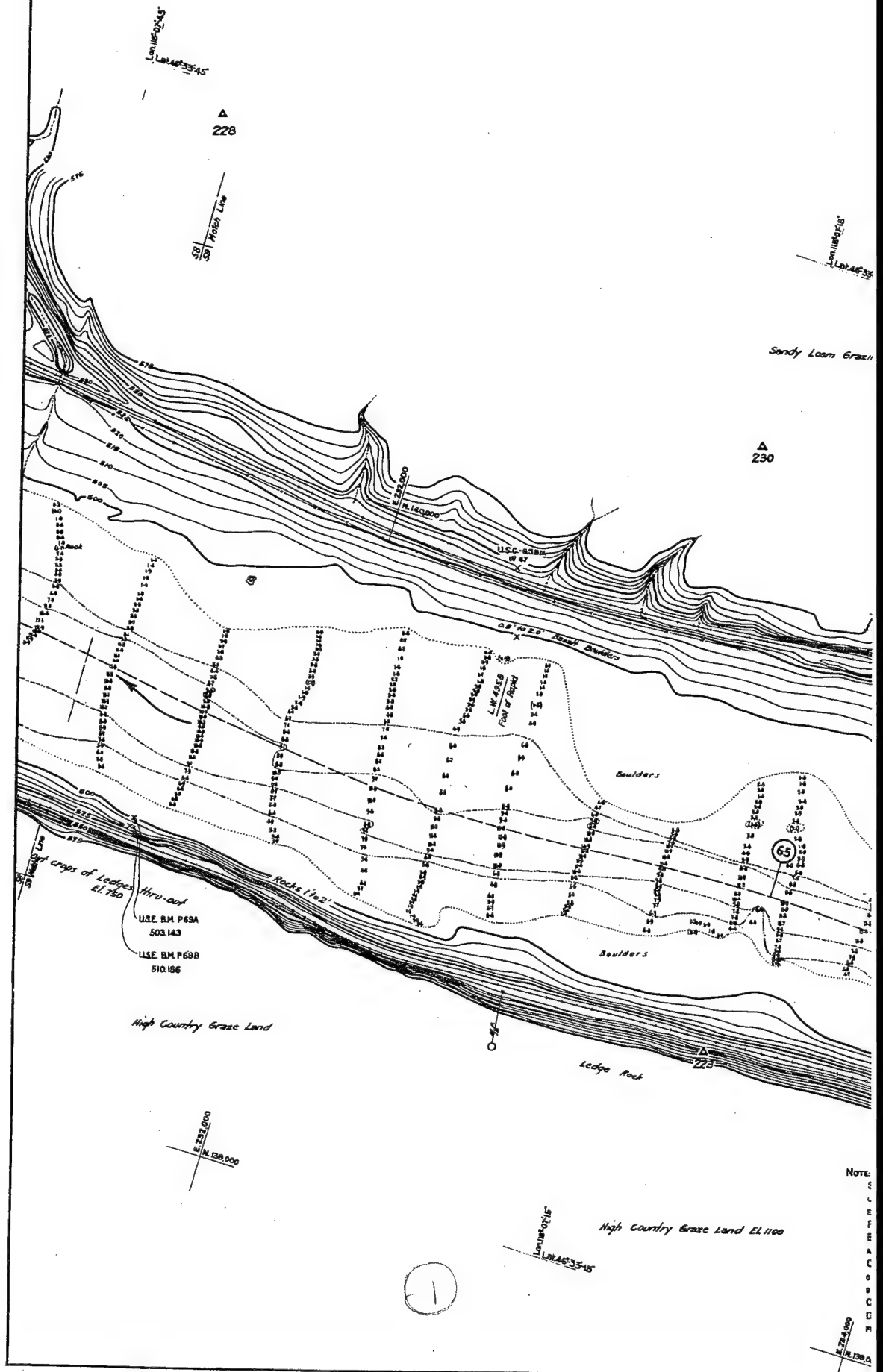
Allen L. Barr
Associate Engineer

William
Major, Corps of Engineers

Drawn by H.L. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/58





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M.S.L. *Ledge Bench El. 700*

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

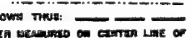
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (65)

High Country not Cultivated El. 1100

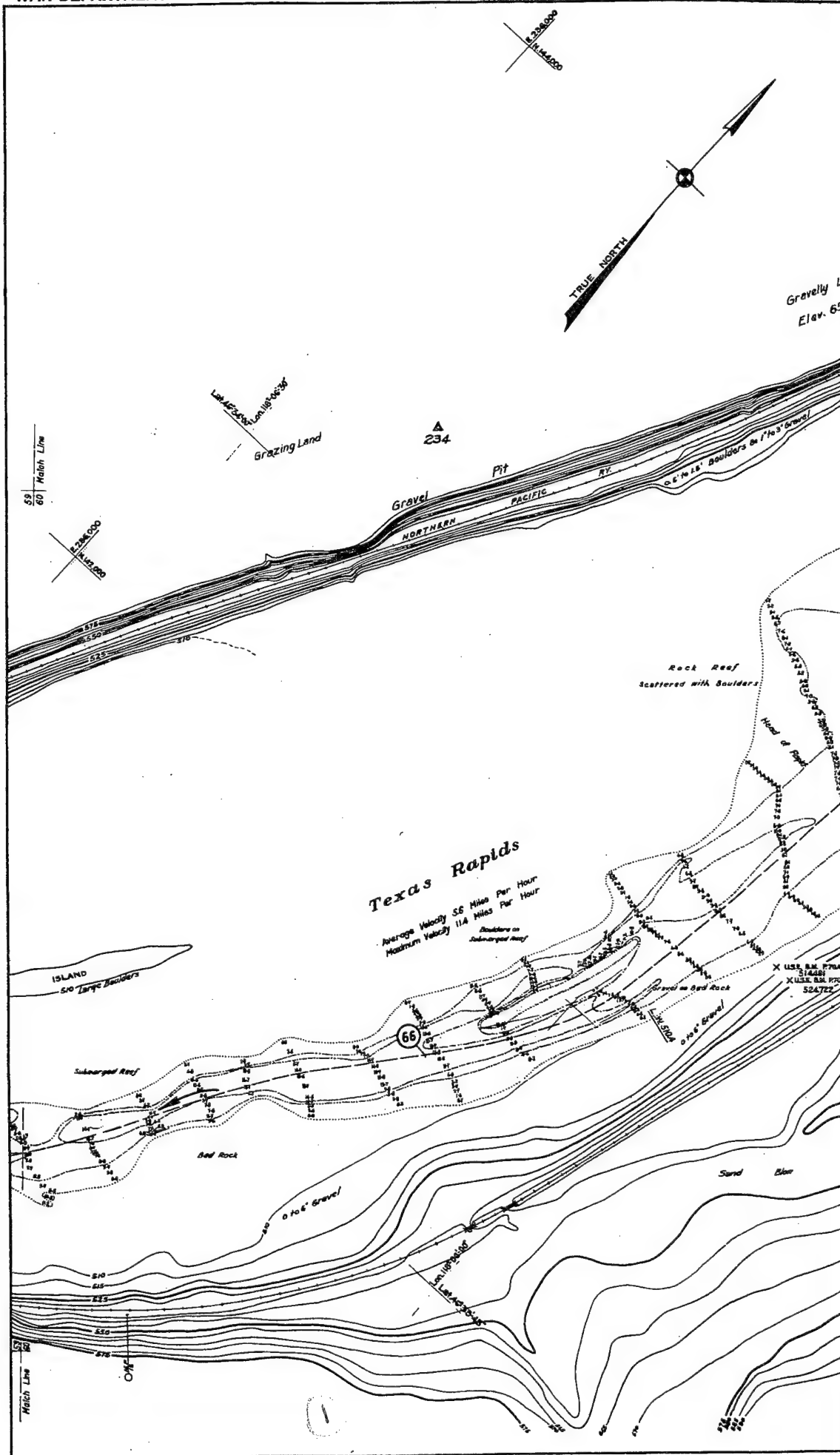
Texas Rapids

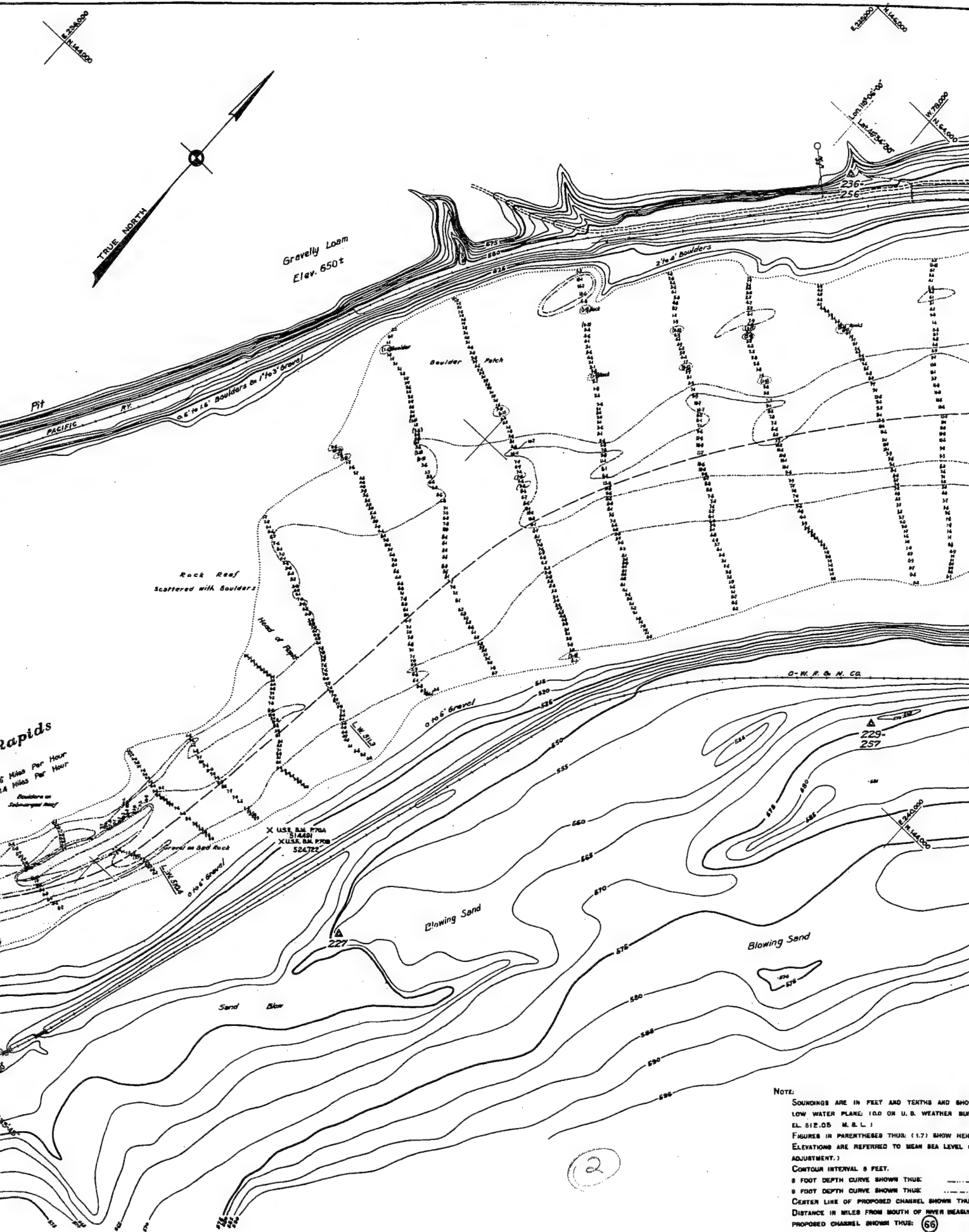
Average Velocity 5.5 Miles Per Hour
Maximum Velocity 11.4 Miles Per Hour

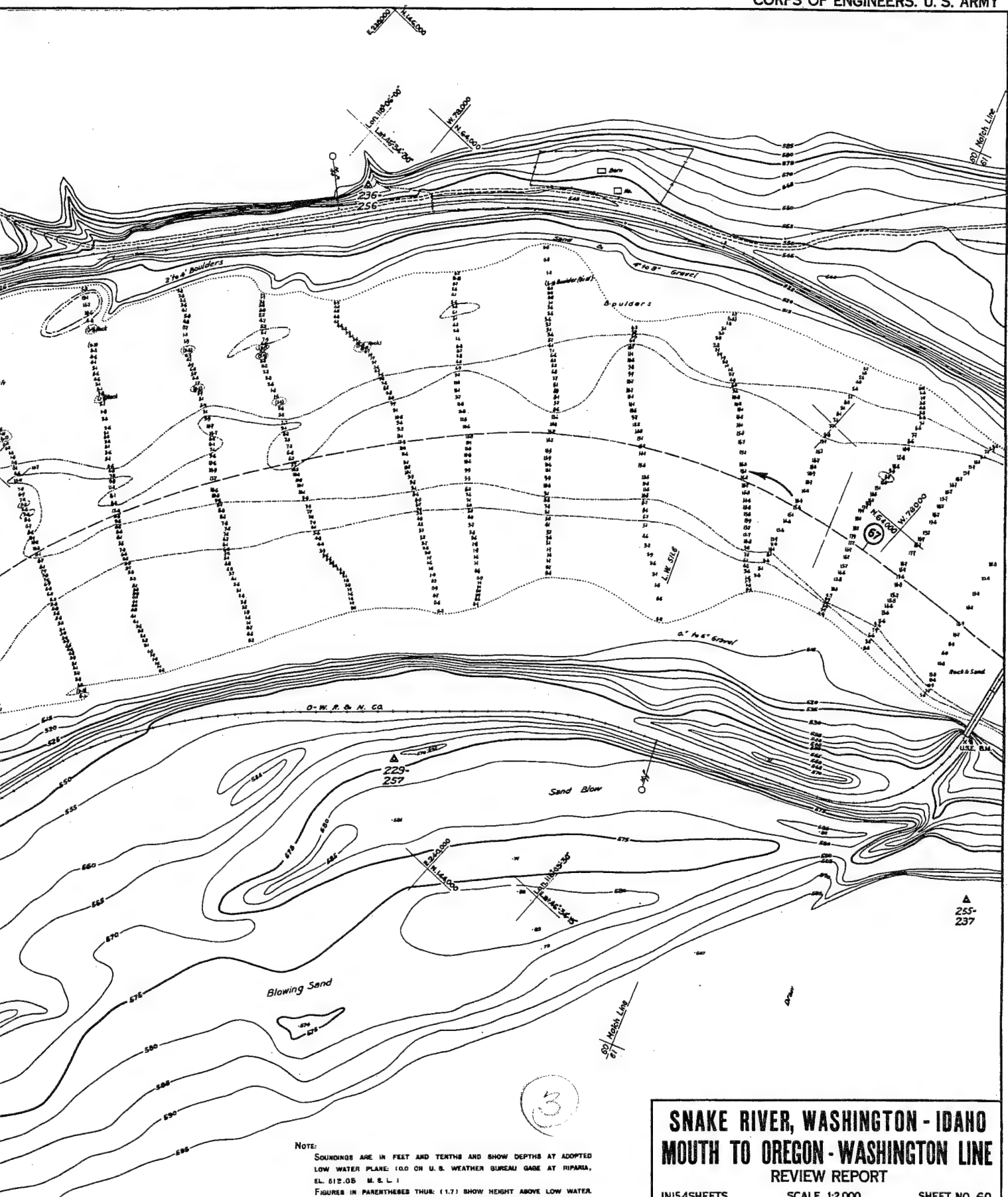


Transmitted with report dated June 10, 1935

SN-1-12/59







SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 15 SHEETS

SCALE 1:2,000

SHEET NO. 60

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

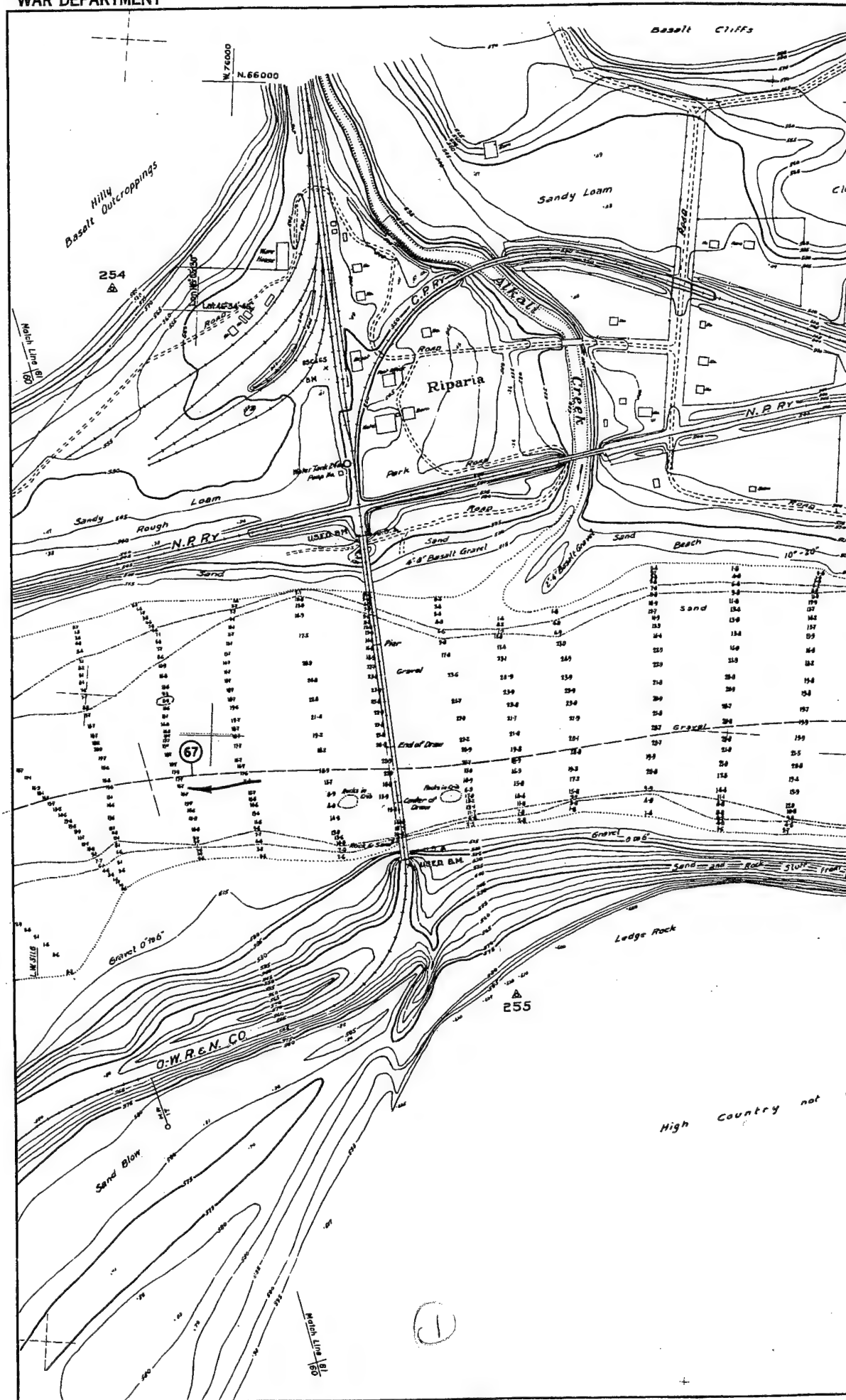
Allen L. Starr
Associate Engineer

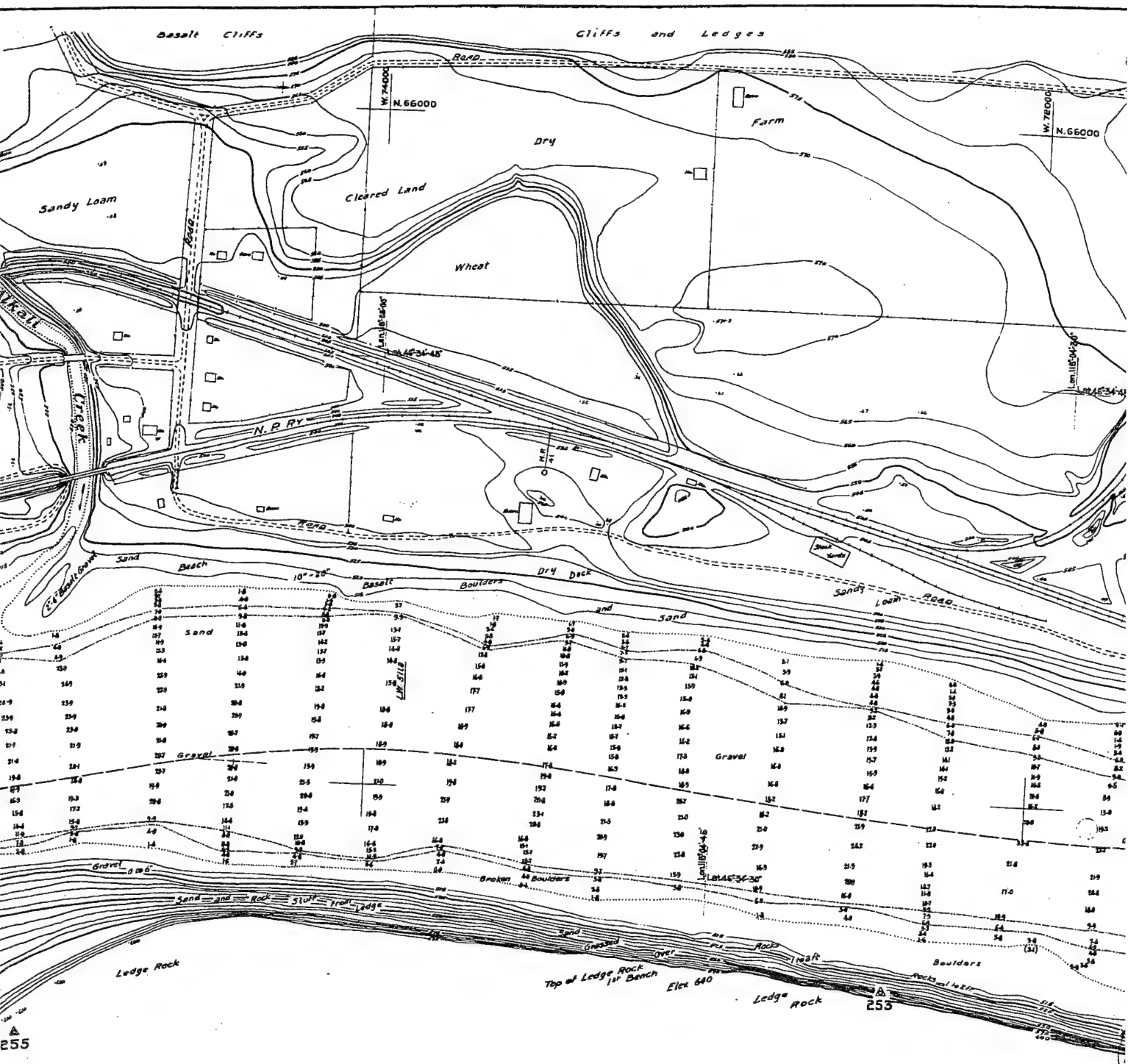
W. H. Williams
Major, Corps of Engineers

Drawn by H.L. R.S.Y.

Transmitted with report dated June 10, 1935

SN-1-12760





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU EL. 5125 M. & L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (1.0 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

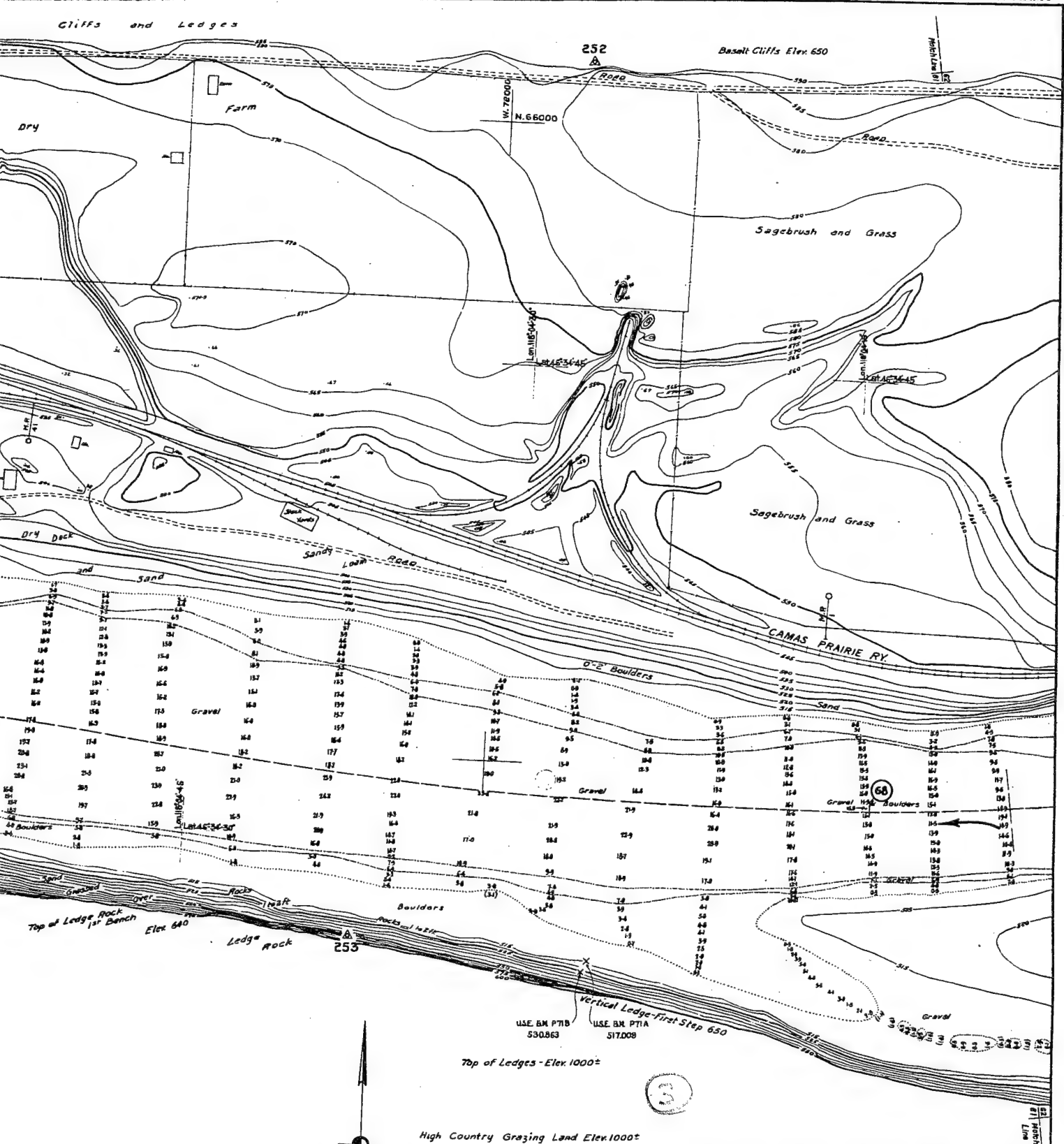
5 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURE PROPOSED CHANNEL SHOWN THUS: (68)

2



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA, EL. 51205 M.S.L. !
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1009 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 10 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (68)

SN-1-4/62
 H-9-2/61

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 61

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

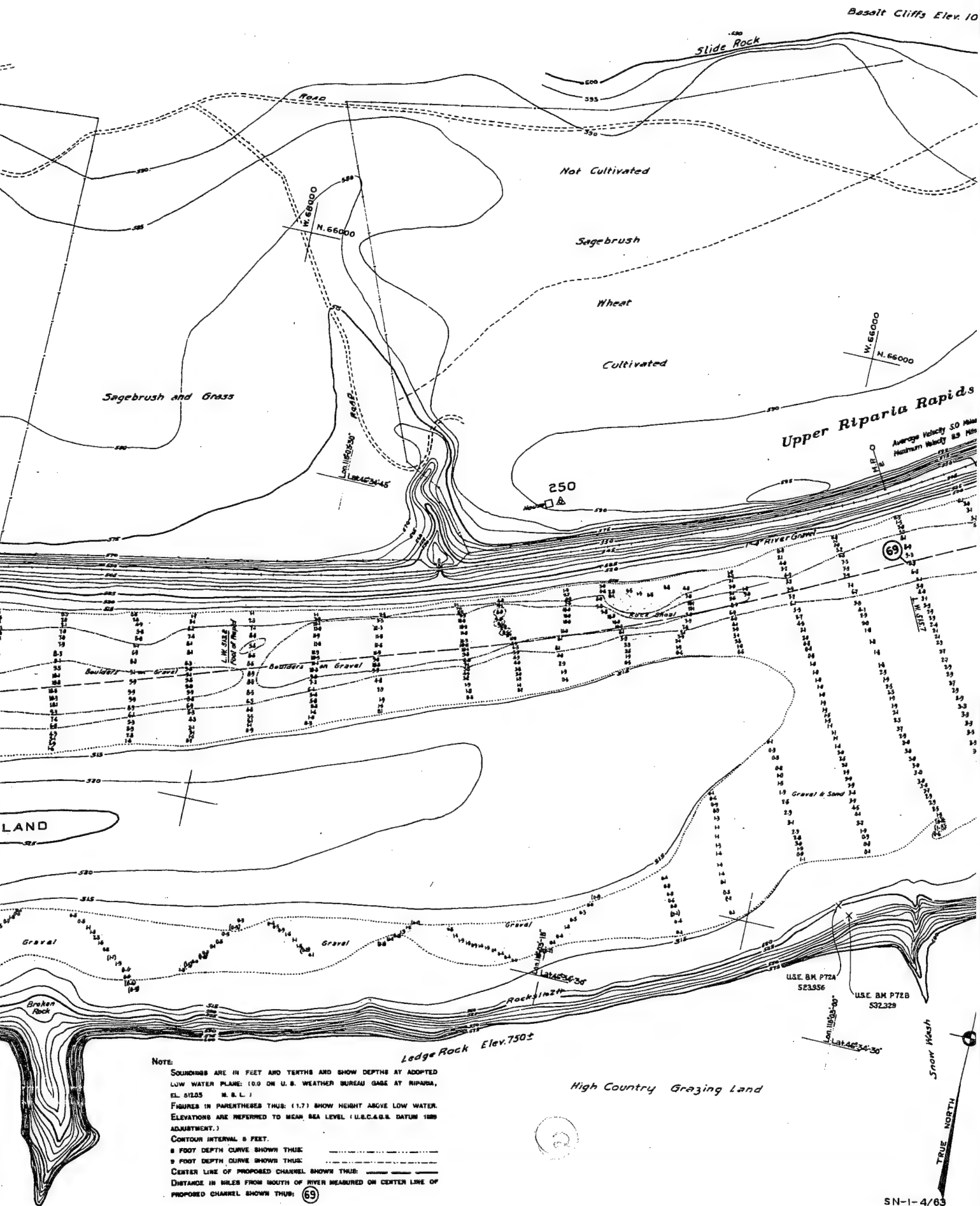
Allen L. Parr
 Associate Engineer

St. Williams
 Major, Corps of Engineers

Drawn by D.V.W. R.E.Y.

Transmitted with report dated June 10, 1935

SN-1-12/61



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.25 M.S.L. FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1989 ADJUSTMENT.)

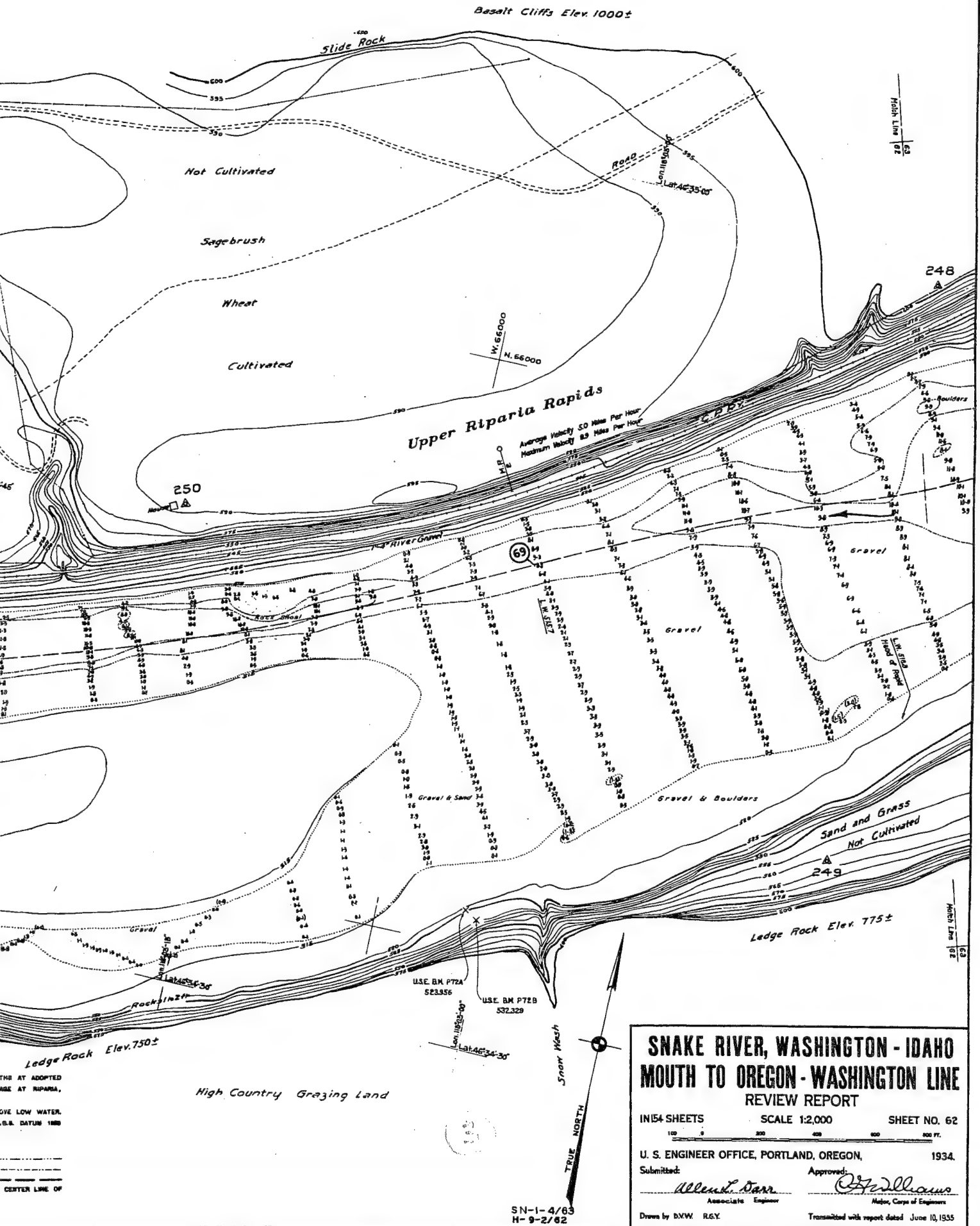
CONTOUR INTERVAL: 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

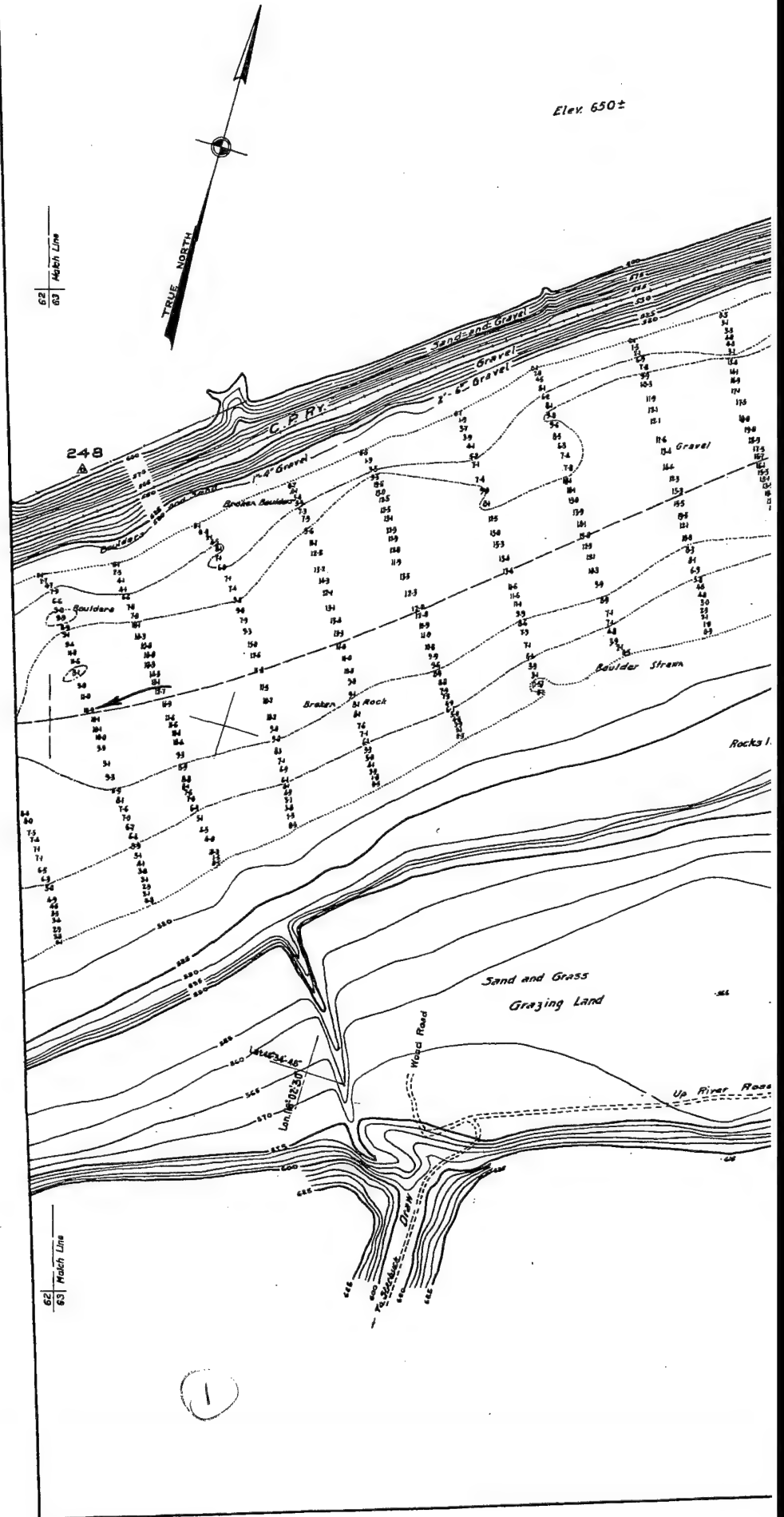
5 FOOT DEPTH CURVE SHOWN THUS: _____

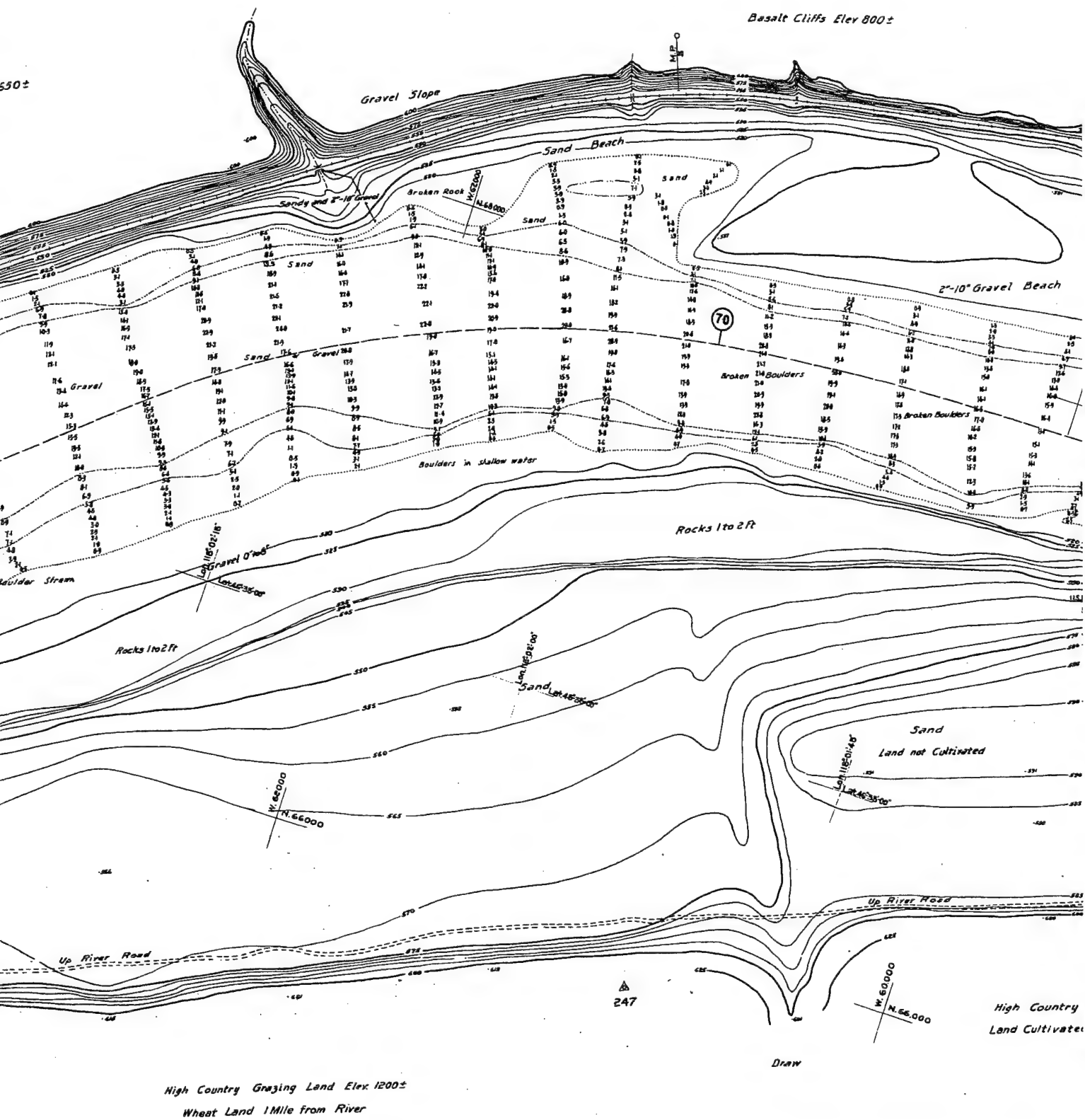
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

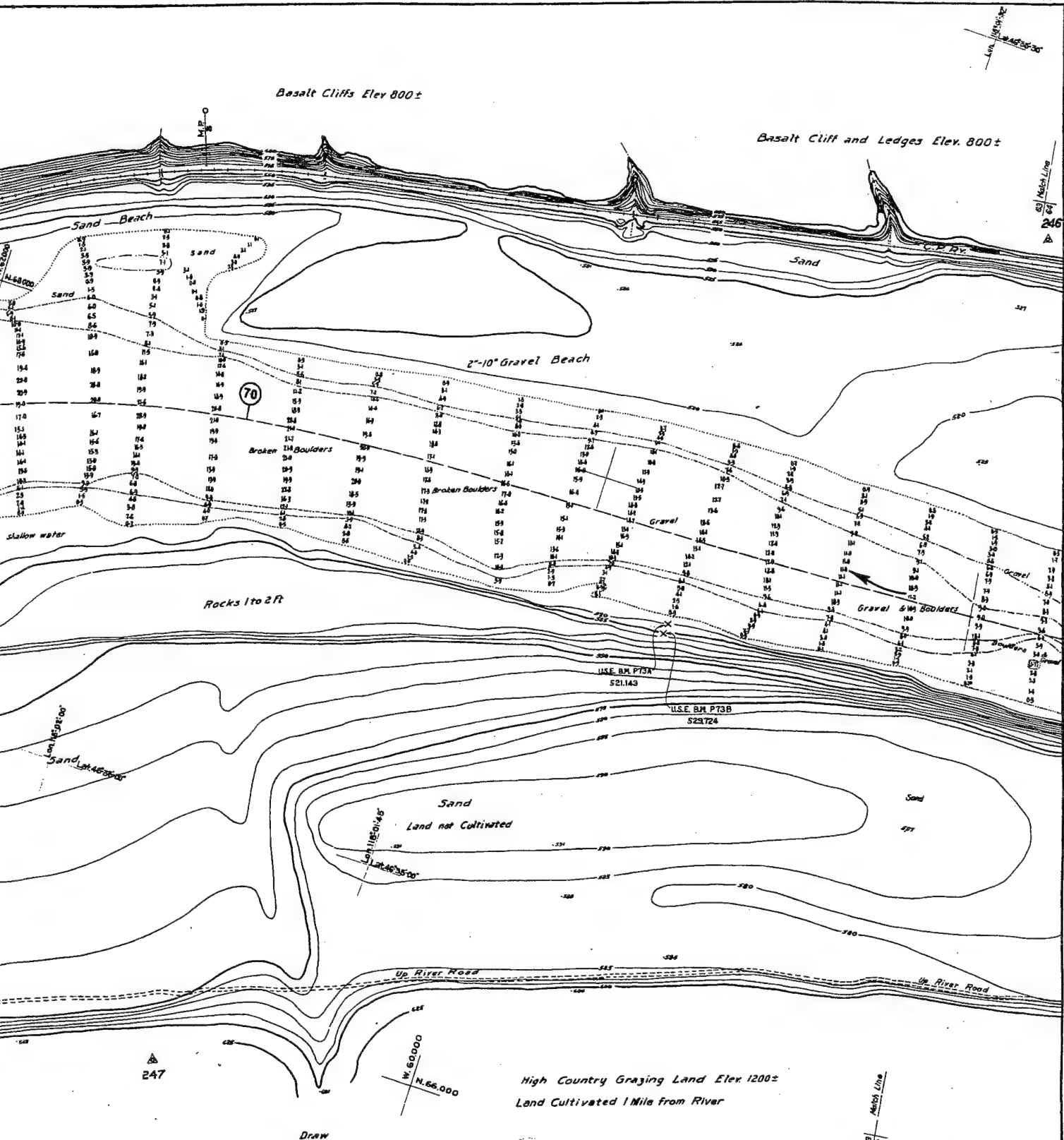
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (69)



SN-1-12/62







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.28 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

6 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (70)

SN-1-4/64
H-9-2/83

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 63

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

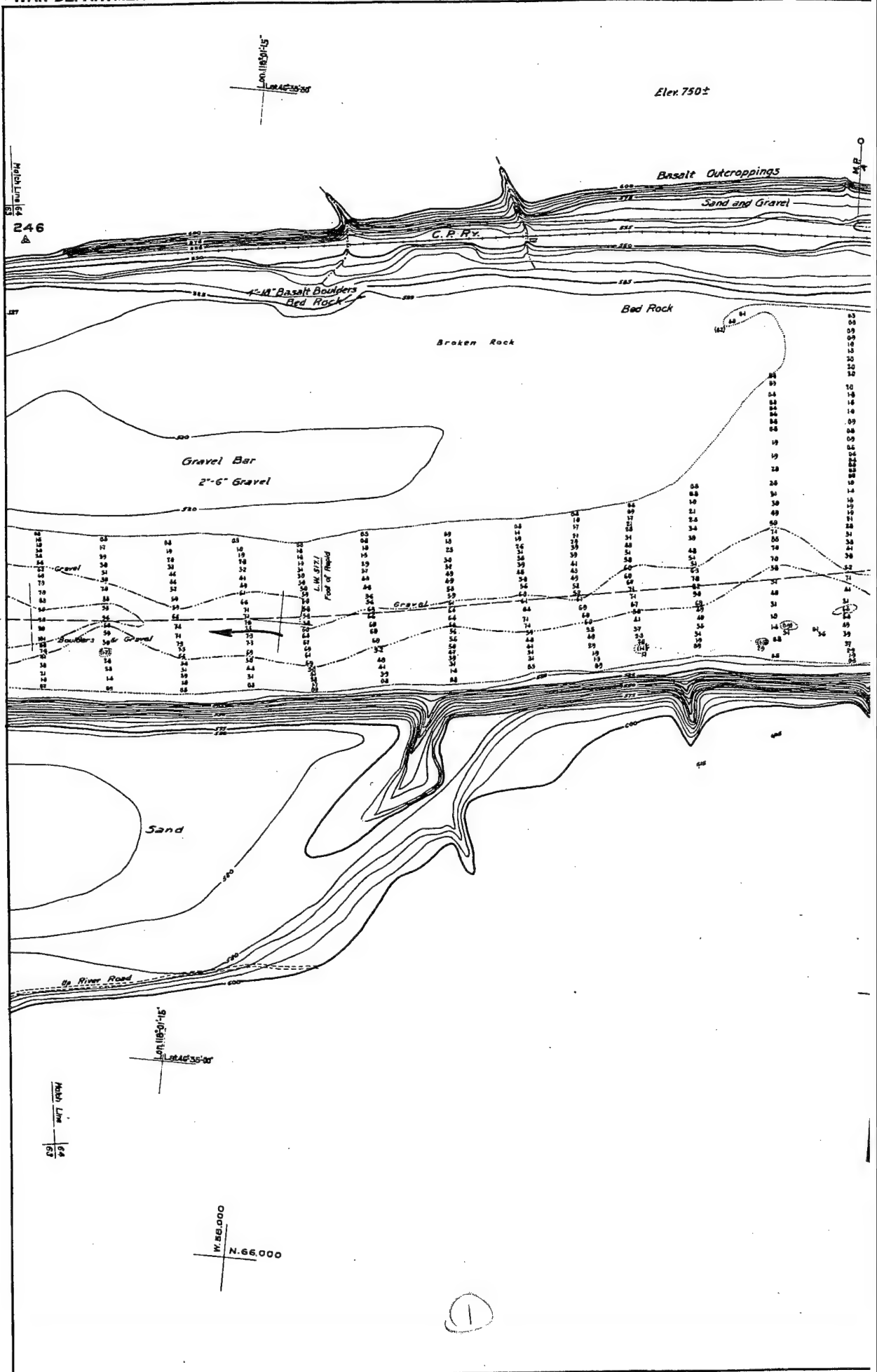
Allen T. Darr
Associate Engineer

Chas. Williams
Major, Corps of Engineers

Drawn by B.V.W. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/63





TE: SOUNDINGS ARE IN FEET AND TENTHS AND SNOW DEPTHS AT ADOPTED
WATER LEVEL: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
EL. 5125 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929
ADJUSTED.)
CROSS-SECTIONAL INTERVAL 8 FEET.
8 FOOT DEPTH CURVE SHOWN THUS: _____
8 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCES IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (7) _____

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

SHEET NO. 64

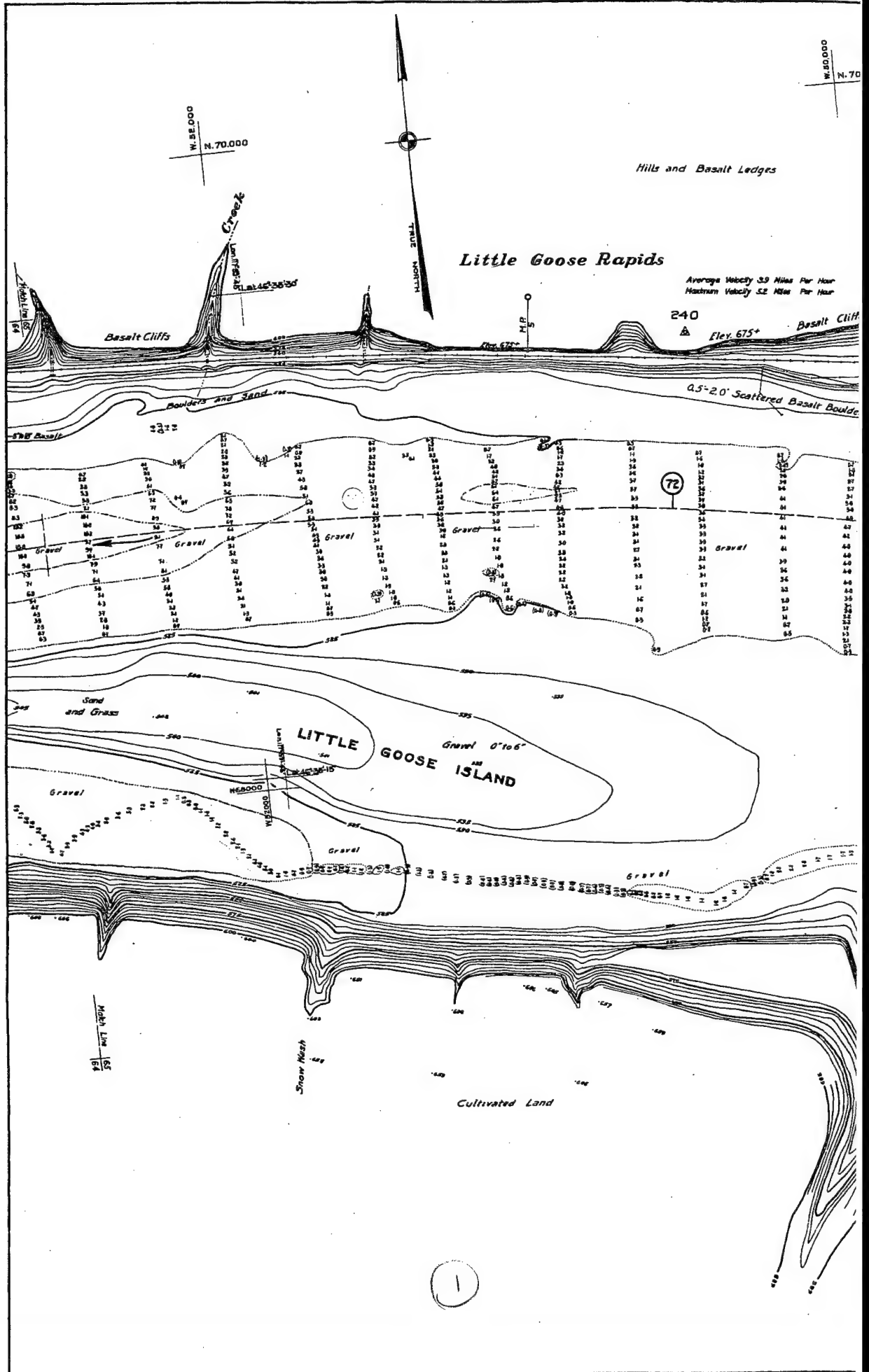
1934.

Approved:

W. Williams
Major, Corps of Engineers

Transmitted with report dated June 10, 1935

SN-1-12/64





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT HIPARLA, EL. 812.5 M.S.L. FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL: U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7)

W. 48000
N. 66000

SN-1-4/66
H-9-2/65



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIMPA, EL. 512.5 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (72)

High Country Elev. 1200±

3

W. 48000
N. 66000SN-1-4/66
H-9-2/65

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 65

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

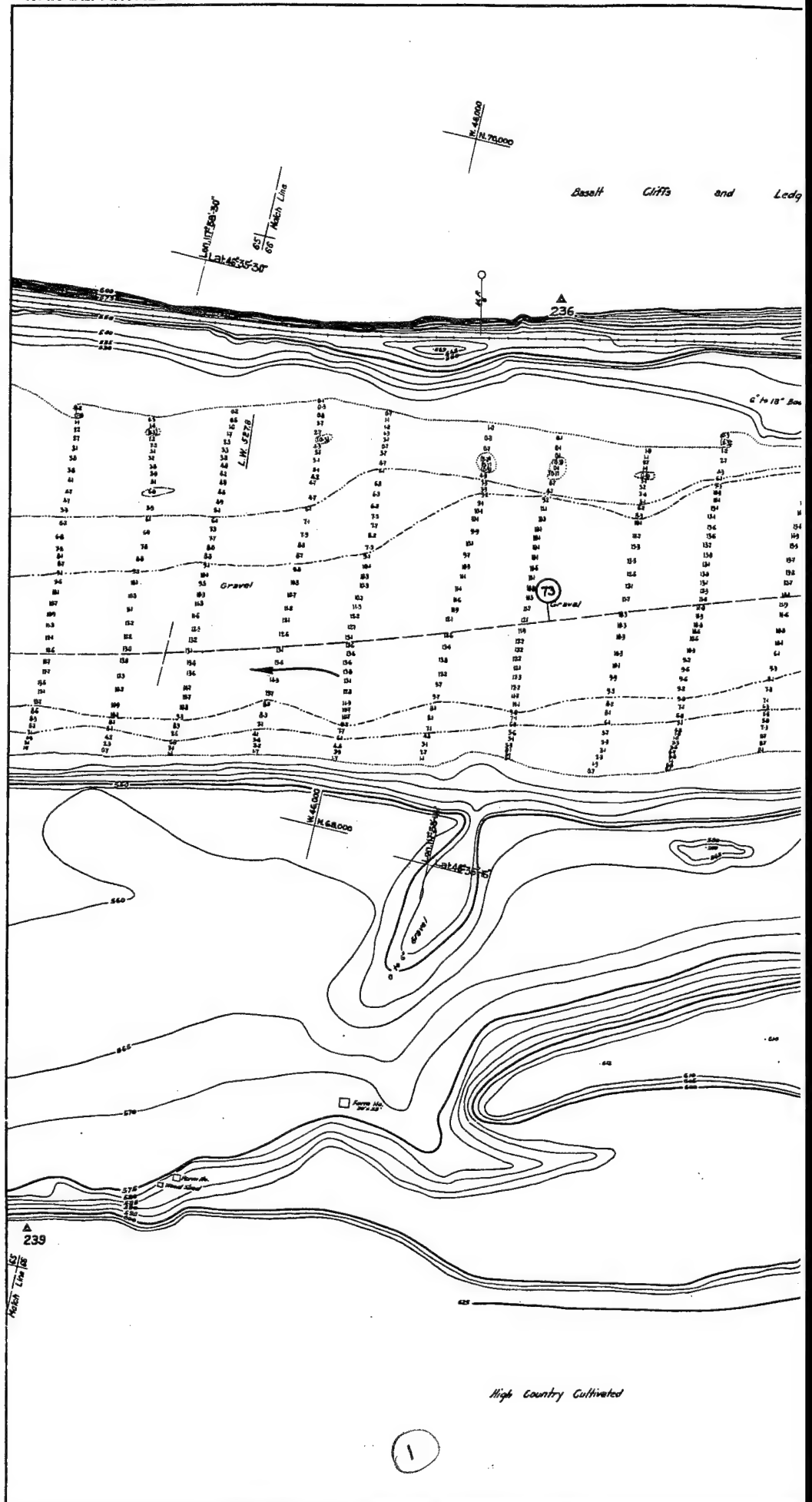
Approved:

Allen L. Davis
Associate EngineerH. J. Williams
Major, Corps of Engineers

Drawn by B.X.W. R.S.Y.

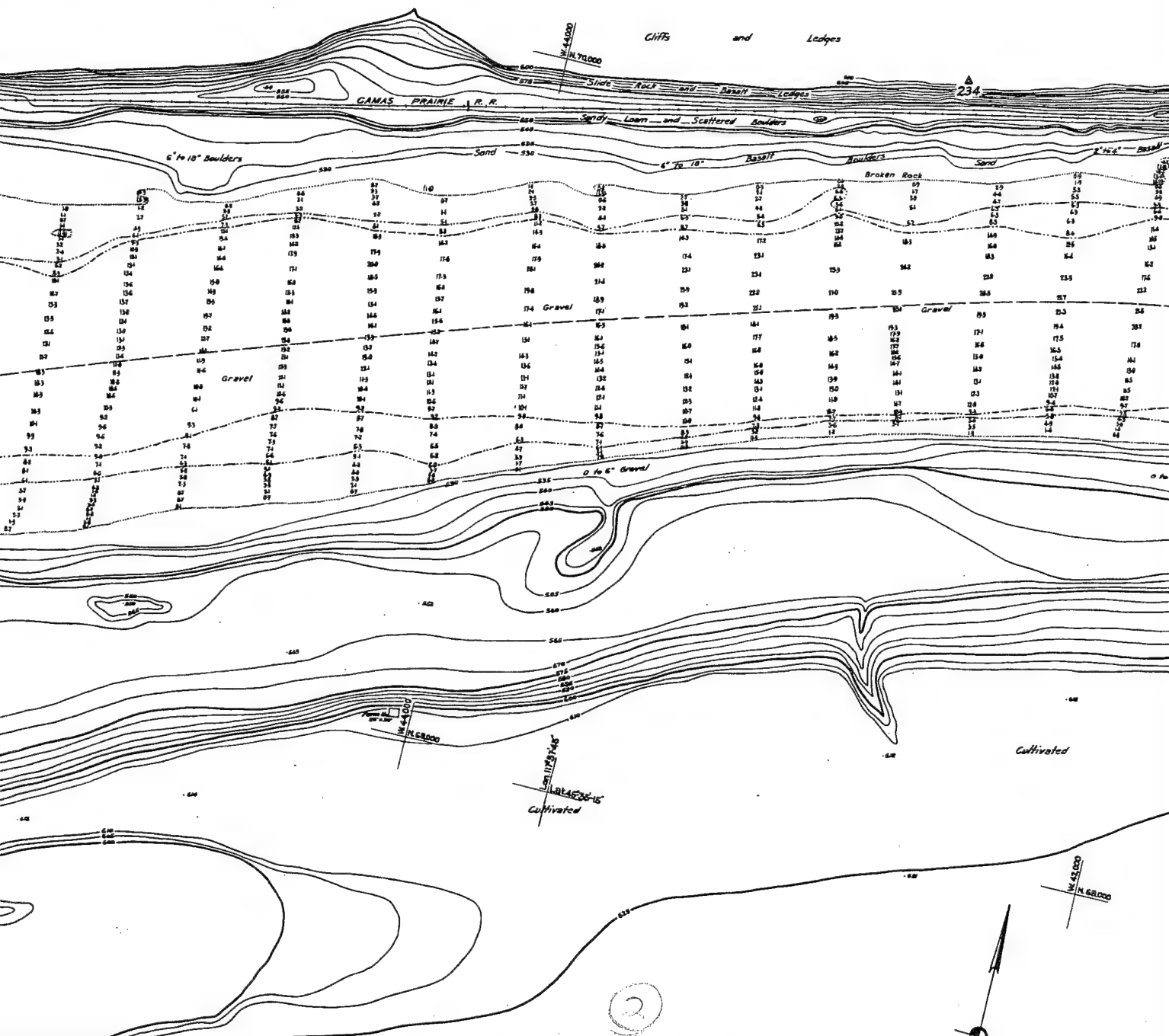
Transmitted with report dated June 10, 1935

SN-1-12/65



Cliffs and Ledges

Rising on 1:1 Slope to EL 900



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 52.25 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

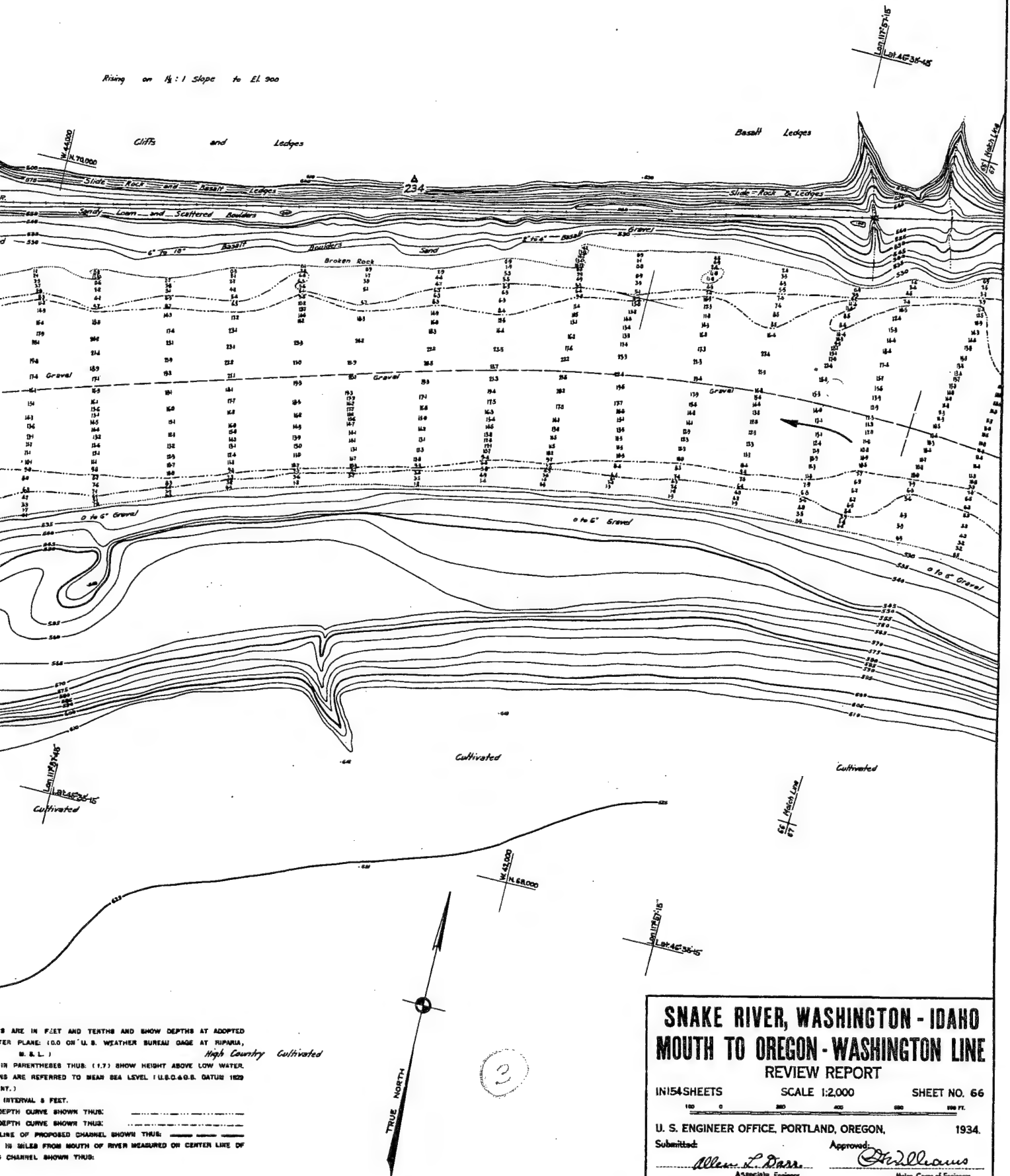
5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

237



Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 66

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

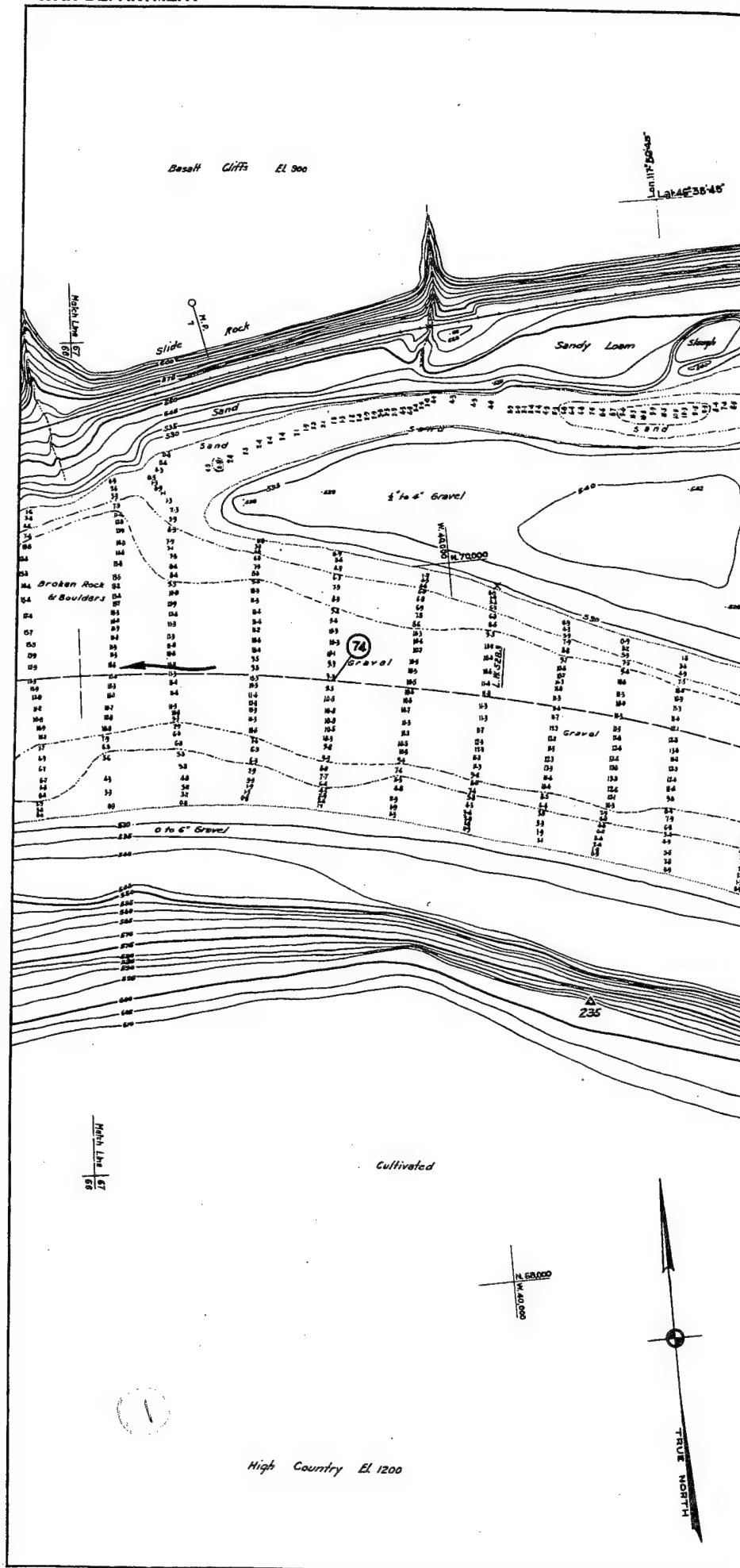
Allen L. Darr
Associate Engineer

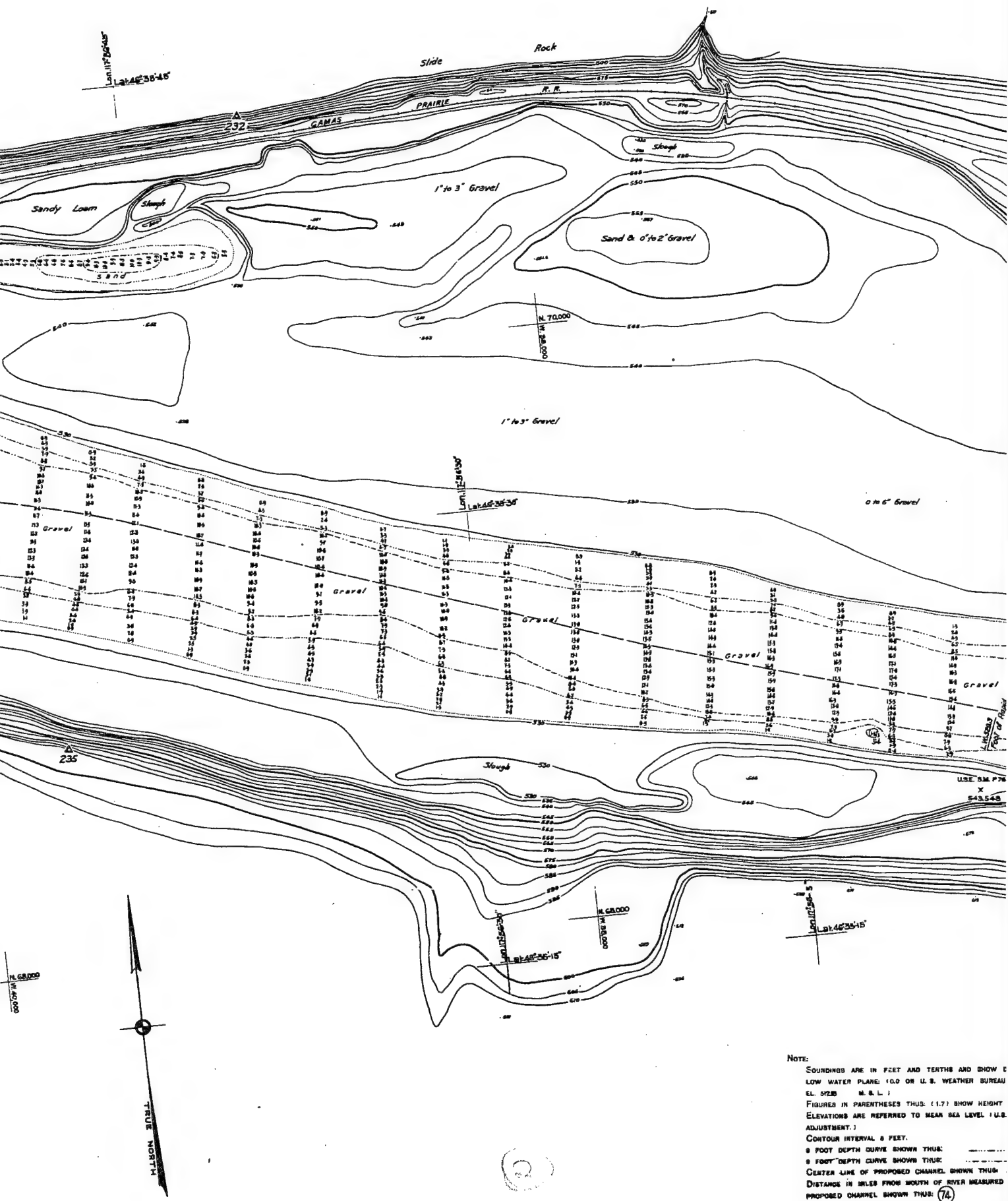
Approved:

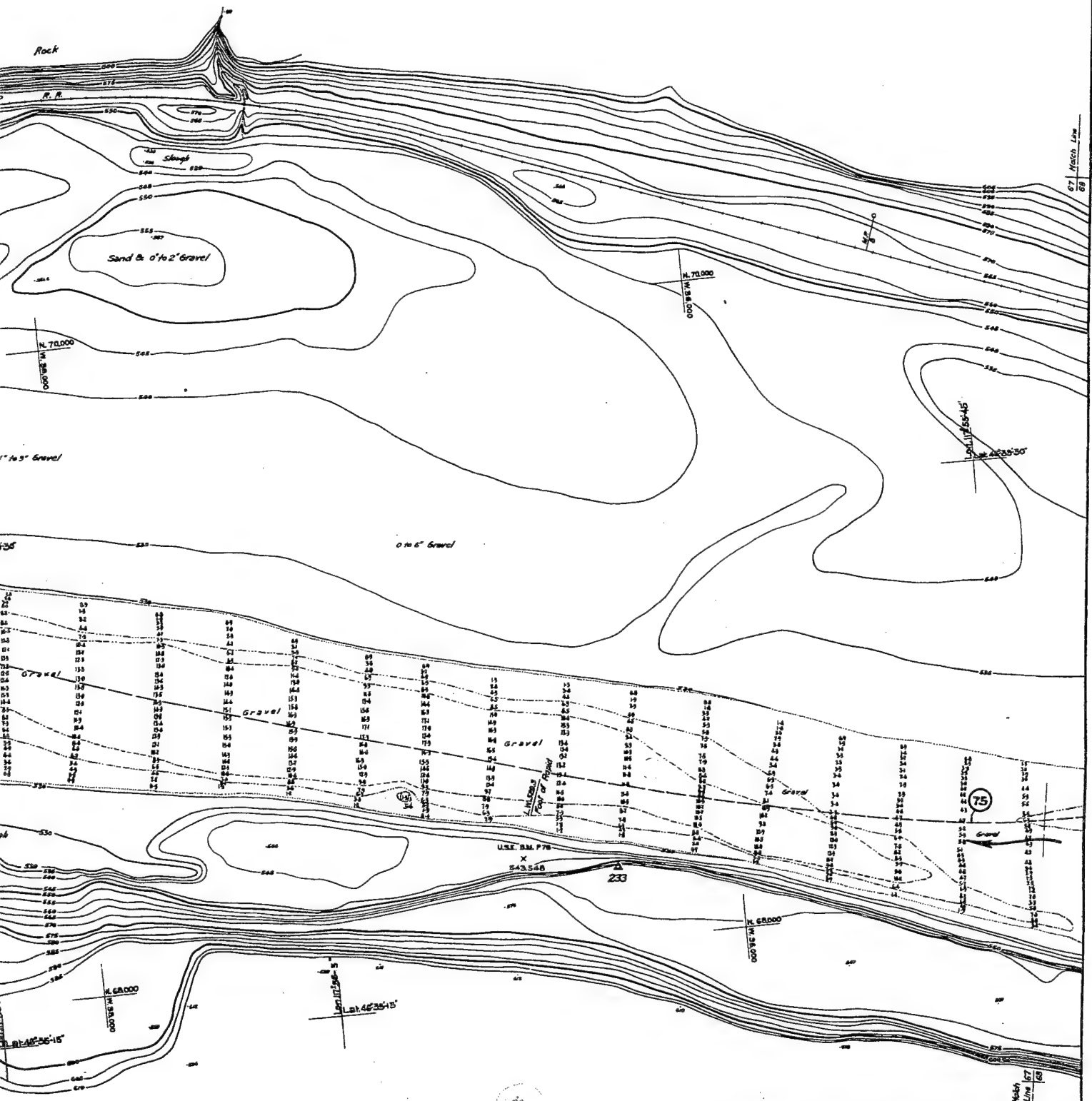
Dr. Williams
Major, Corps of Engineers

Drawn by H.L. R.G.V.

Transmitted with report dated June 10, 1935







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 52.28' M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: (74)

SN-I-4/68
H-9-2/67

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN SHEETS SCALE 1:2,000 SHEET NO. 67

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
Associate Engineer

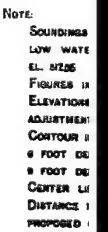
Approved:

St. Williams
Major, Corps of Engineers

Drawn by H.L. R.G.Y.

Transmitted with report dated June 10, 1935

SN-I-12/67



IN154 SHEETS SCALE 1:2,000 SHEET NO. 68

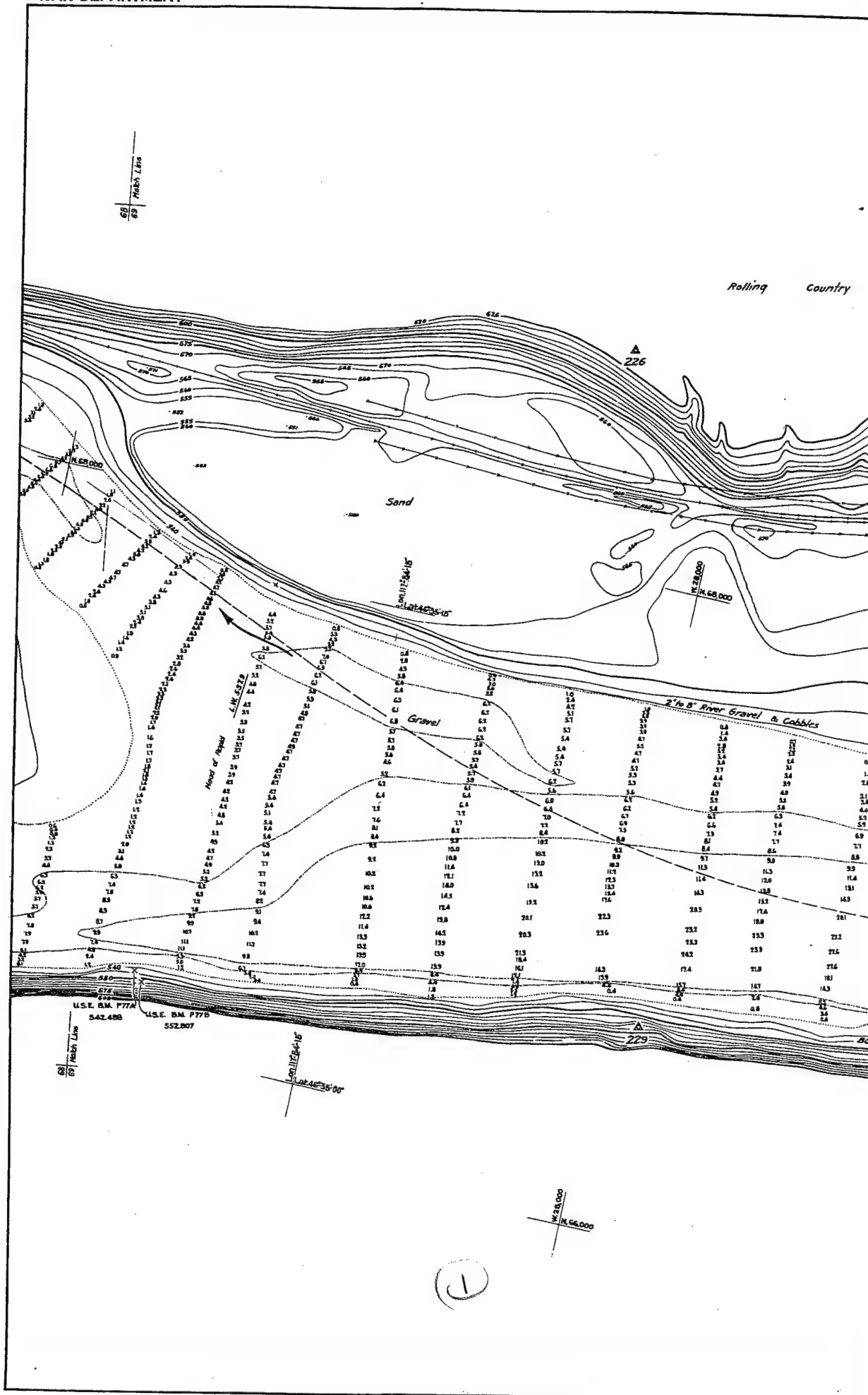
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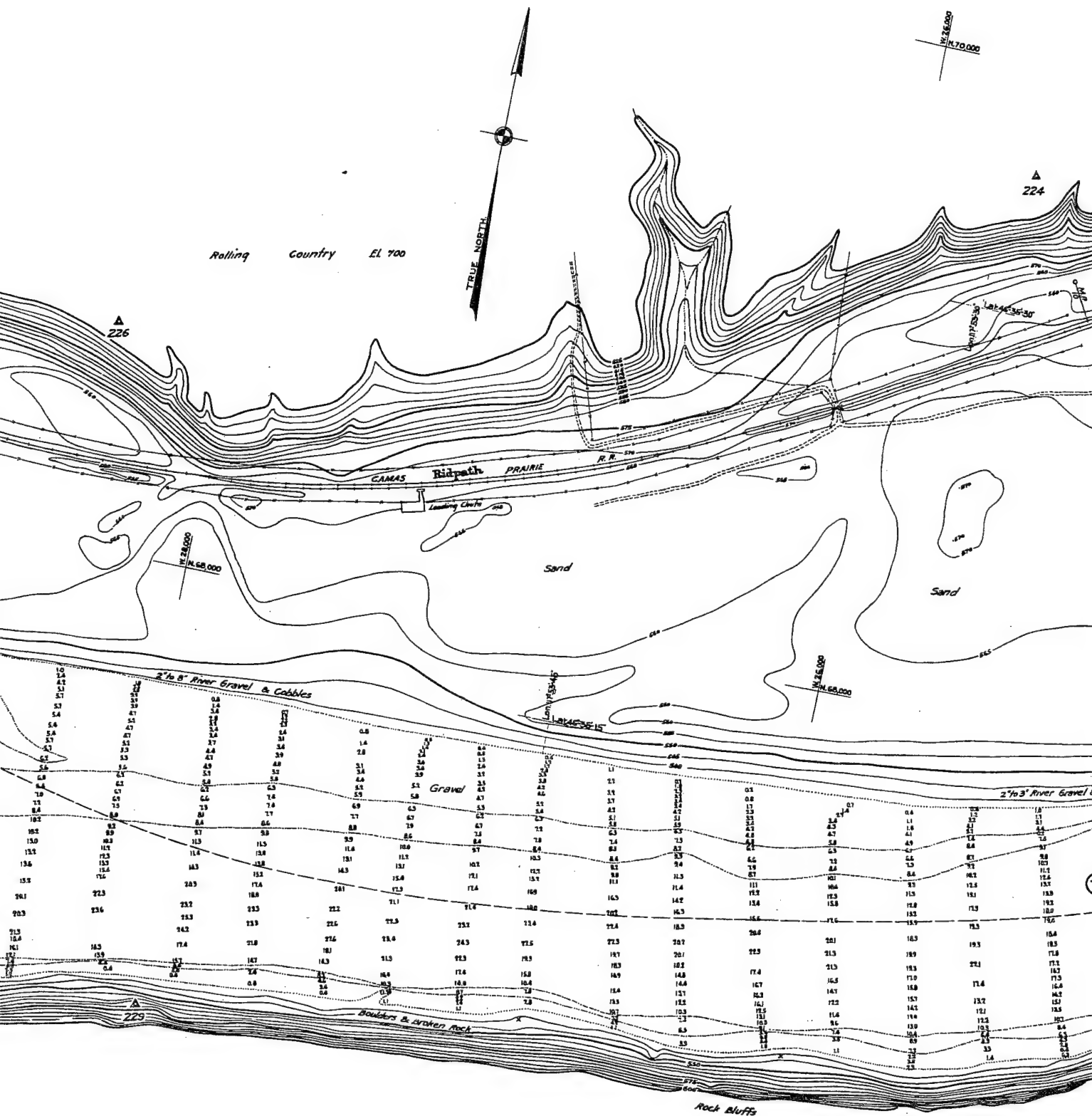
U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Wm. L. Carr* Approved: *W. Williams*
Associate Engineer Major, Corps of Engineers

Drawn by H.L. J.G.B. Transmitted with report dated June 10, 1935

S N-1-12/68





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE 10.0 OR U.S. WEATHER BUREAU GAGE BY EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DAT ADJUSTMENT.)

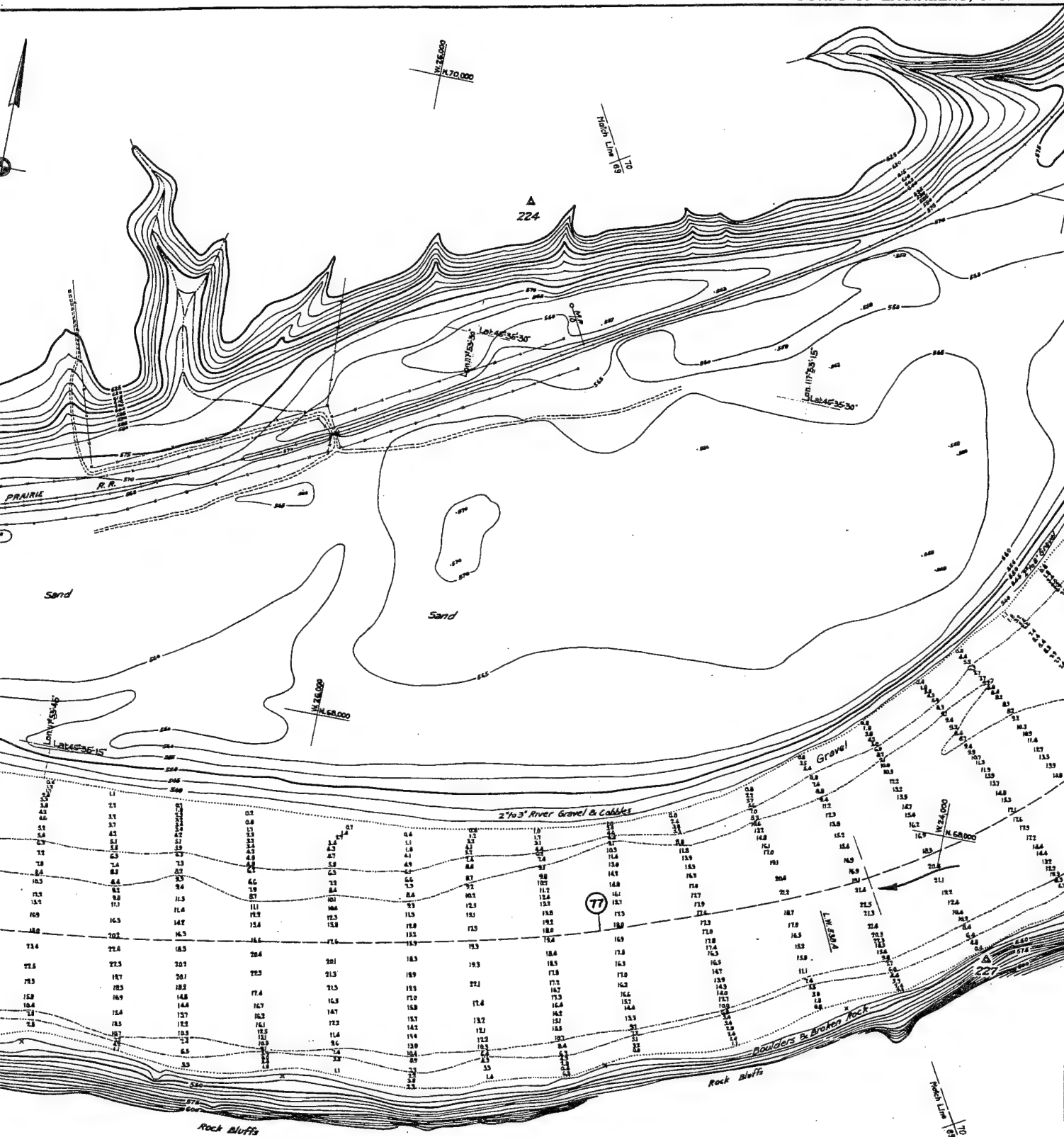
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: -----

5 FOOT DEPTH CURVE SHOWN THUS: -----

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----

DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (77)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT PRAIRIE, EL. 572.5 M.S.L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN SALES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (77)

SN-1-4/70
H-9-2/69

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 69

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Walter L. Davis
Associate Engineer

W. L. Williams
Major, Corps of Engineers

Drawn by H.L. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-12/69

NOTE

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT EL. 872.5 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. 0 ADJUSTMENT.)
 CONTOUR INTERVAL 3 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (78)

Rolling Country El 700

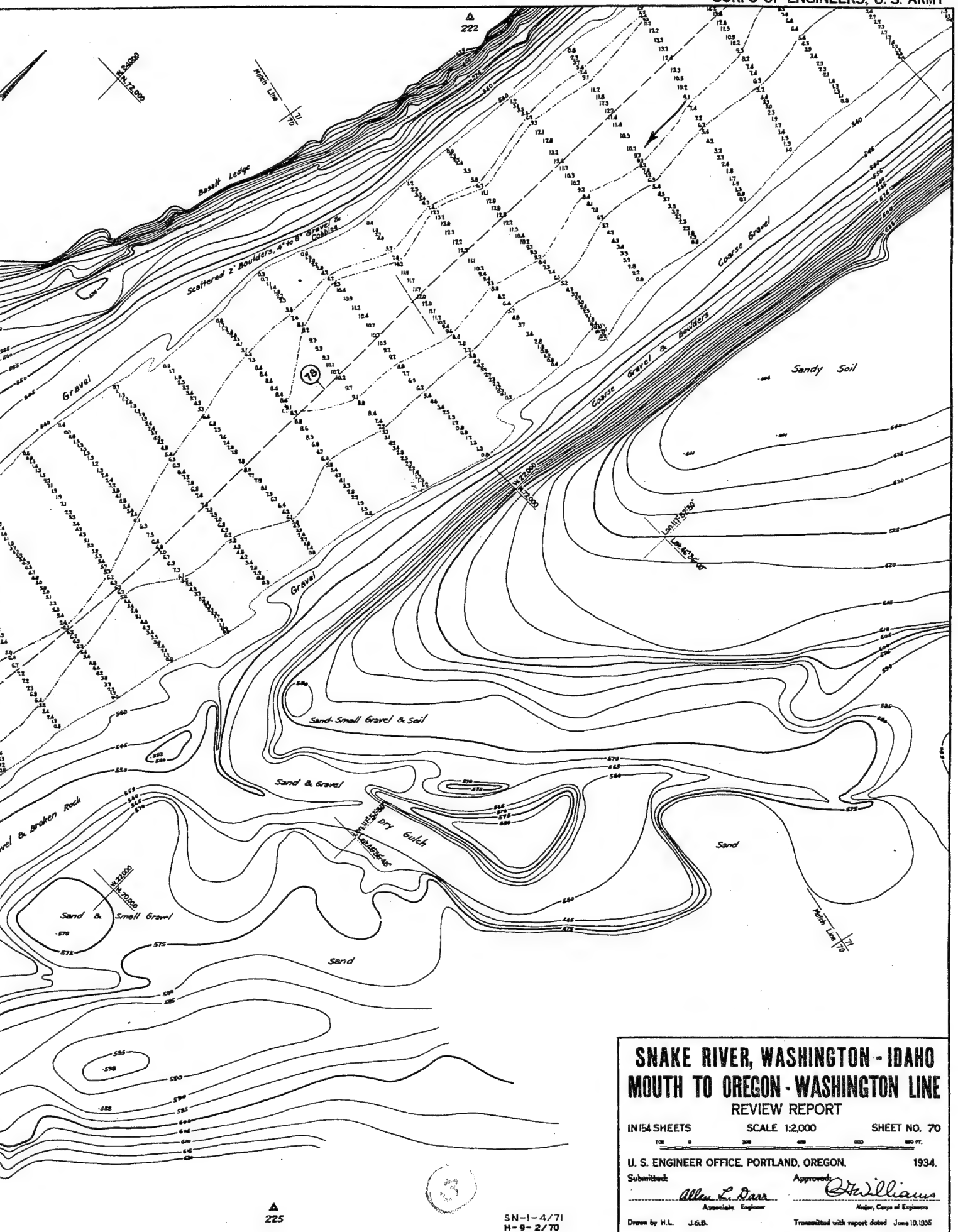


NOTES:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIVARA, EL. 872.5 (M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A. & B. DATUM 1985 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 5 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (78)

Country El 700





Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 70

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Davis
Associate Engineer

Dr. Williams
Major, Corps of Engineers

Drawn by H.L. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-4/71
H-9-2/70

S N-1-12770

This topographic map depicts a hillside with various geological features. The upper portion shows a hill with contour lines ranging from 540 to 620 feet. Key features include a 'Slide Rock' marked with a triangle and the number 222, a 'PRAIRIE' area, and a 'Broken Rock' area. The middle section shows a 'Coarse Gravel' area and a 'Coarse Gravel & Boulders' area. The lower portion shows a 'Sandy Soil' area and a 'Sand' area. The map includes a match line on the left, a north arrow, and a scale bar. Elevation markers are provided throughout the map, including 'Elev. 900-1100' and 'W 73,000'.

Basalt
Lat. 45° 36' 45" N



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS A
 LOW WATER PLANE: (G.O OR U.S. WEATHER BUREAU GAGE A
 EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE L
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S.)
 ADJUSTMENT.)
 COURTESY INTERVAL 8 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 8 FOOT DEPTH - CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED OR CENT
 PROPOSED CHANNEL SHOWN THUS: _____



79

Transmitted with report dated June 10, 1935

SN-1-12/71

Basalt Outcroppings

Broken Slide Rock

Solid Rock

Gravel

Boulders

Sandy Soil

TRUE NORTH

Scale: 1 inch = 1 mile

Legend:

- Basalt Outcroppings
- Broken Slide Rock
- Solid Rock
- Gravel
- Boulders
- Sandy Soil

Basalt Palisades EL 1200 - 1400

Basalt Outcroppings

Rock

Broken Slide Rock

Solid Rock

Gravel

shoulders

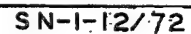
Gravel

to 2' Boulder.

Sandy Soil

TRUE NORTH

$$\begin{array}{r} \text{Mach Line} \\ \hline 72 \\ \hline 71 \end{array}$$



This is a detailed topographic map of a river area. The map features contour lines indicating elevation, with labels such as 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 6820, 6830, 6840, 6850, 6860, 6870, 6880, 6890, 6900, 6910, 6920, 6930, 6940, 6950, 6960, 6970, 6980, 6990, 7000, 7010, 7020, 7030, 7040, 7050, 7060, 7070, 7080, 7090, 7100, 7110, 7120, 7130, 7140, 7150, 7160, 7170, 7180, 7190, 7200, 7210, 7220, 7230, 7240, 7250, 7260, 7270, 7280, 7290, 7300, 7310, 7320, 7330, 7340, 7350, 7360, 7370, 7380,



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH
 LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU (ON
 EL. 512.95 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AND
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: ————
 9 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
 PROPOSED CHANNEL SHOWN THUS: (81)



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 73

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

Stadler
 Major, Corps of Engineers
Drawn by H.L. S.A.M.
J.E.D.

Transmitted with report dated June 10, 1935



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.00 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1000 ADJUSTMENT.)

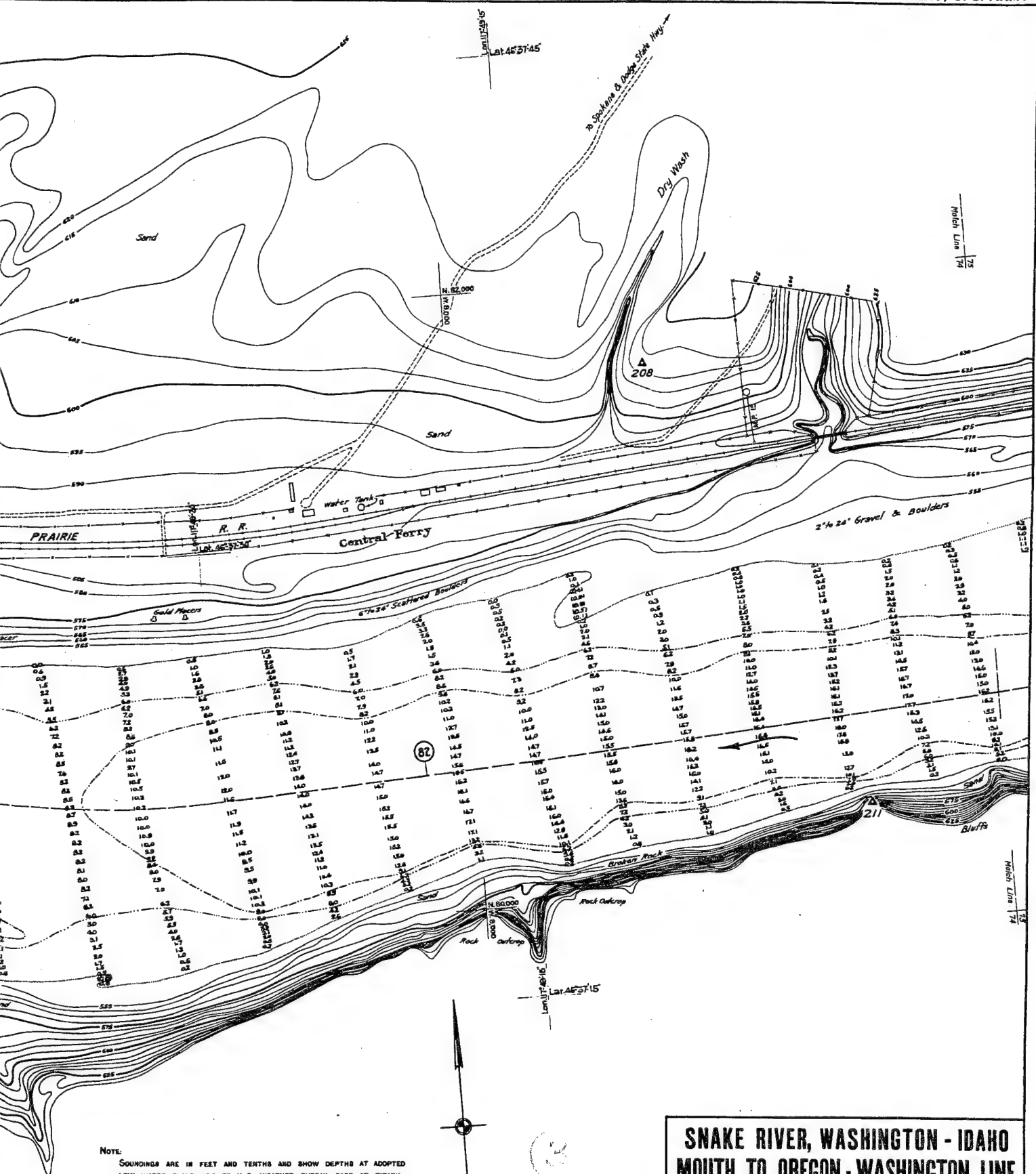
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (82)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (82)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 74

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

St. Williams
Major, Corps of Engineers

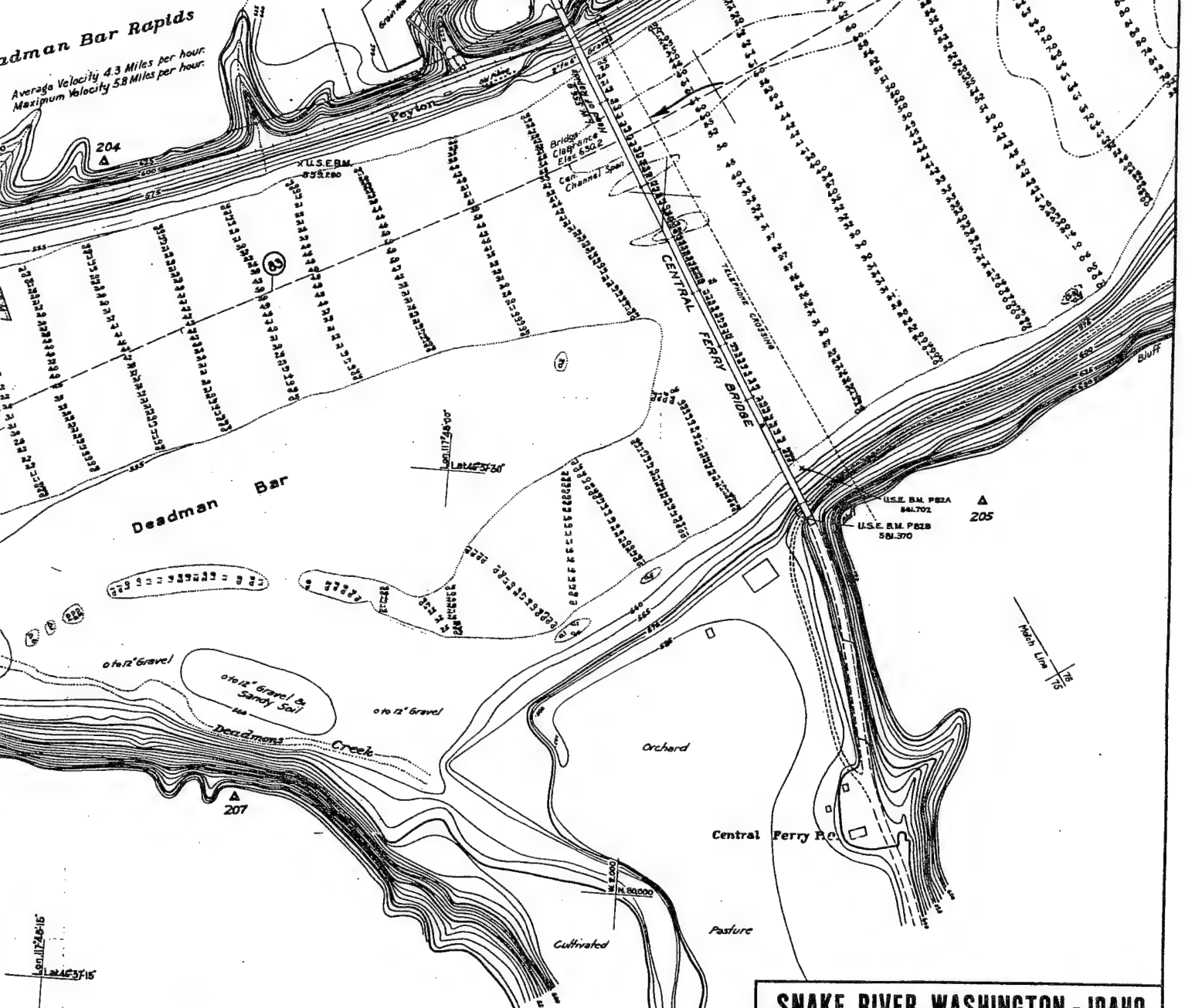
Drawn by H. L. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-4/75
H-9-2/74

SN-1-12/74

Deadman Bar Rapids
 Average Velocity 4.3 Miles per hour.
 Maximum Velocity 5.8 Miles per hour.



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.).
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (83)

SN-I-4/78
 H-9-2/73

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 75

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

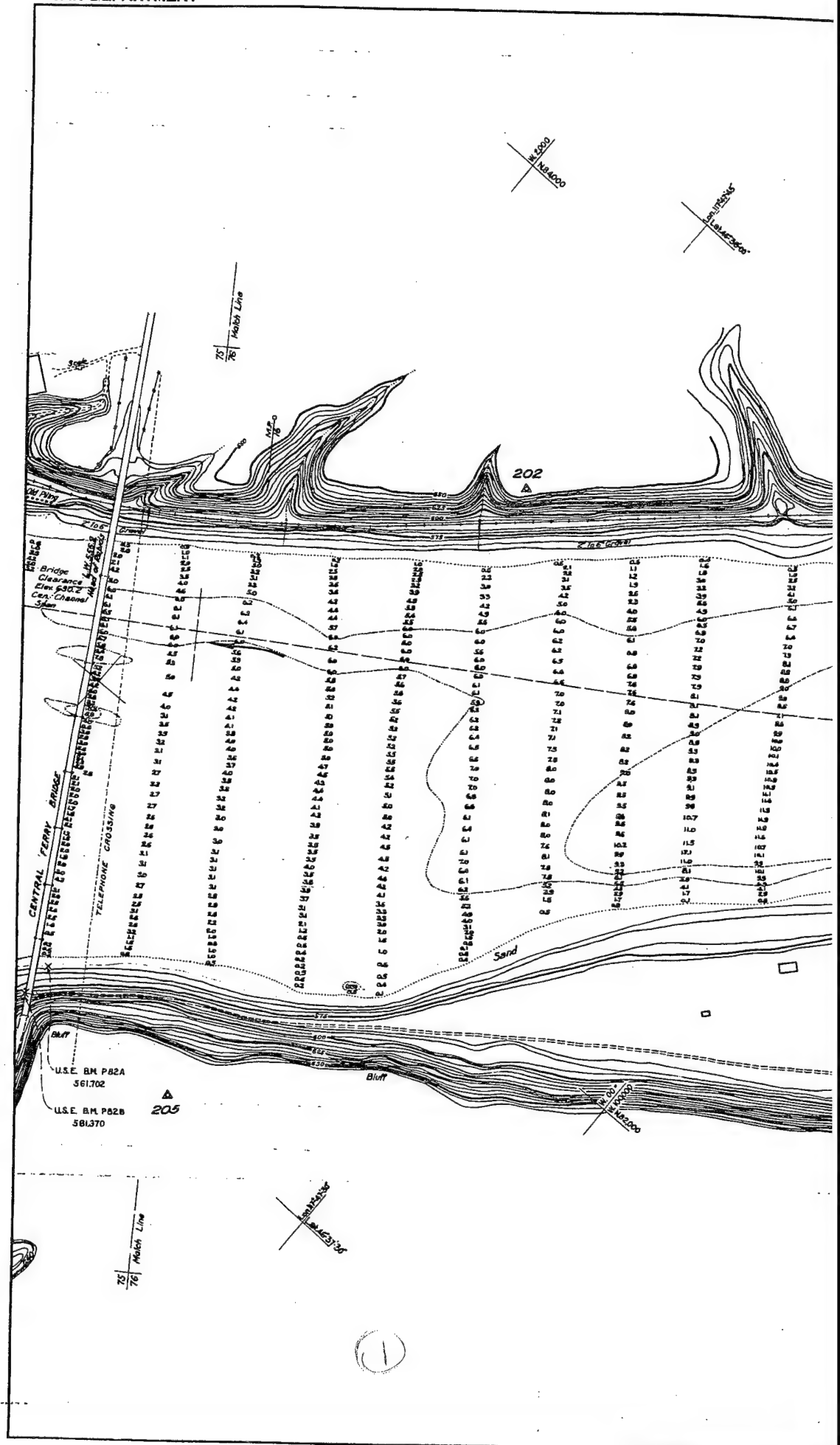
Alvin L. Darr
 Associate Engineer

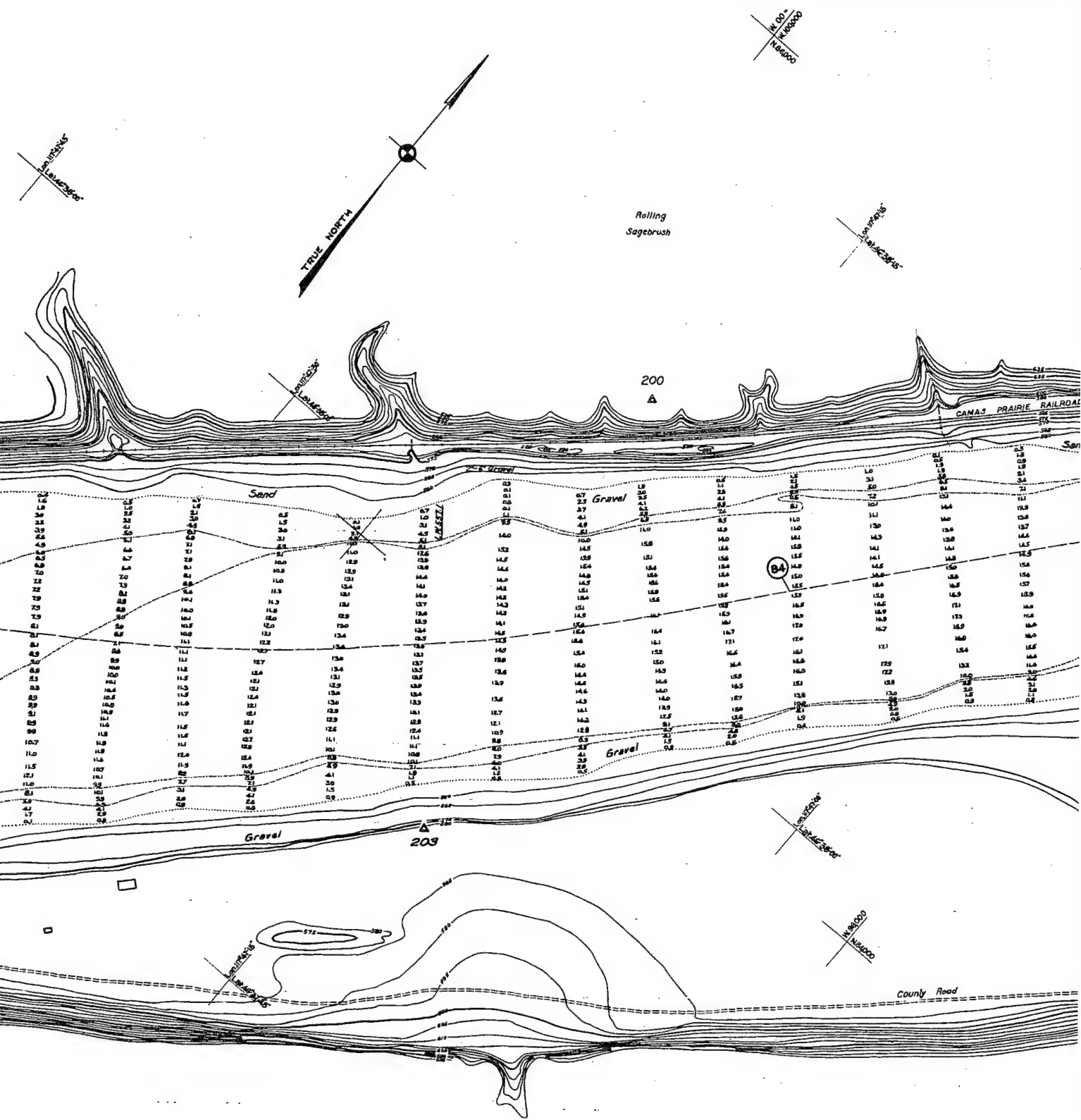
W. H. Williams
 Major, Corps of Engineers

Drawn by H.L. S.A.M.

Transmitted with report dated June 10, 1935.

S N-I-12/75





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (BA)

SN-1-4/77
 H-9-2/78

U. S. Sub
 Draw

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA,
EL. 512.65 M. S. L.)

CONTOUR INTERVAL & FEET. _____
 0 FOOT DEPTH CURVE SHOWN THUS: _____
 0 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (AA)

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 76

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Appendix:

Allen L. Darr
Associate Engineer

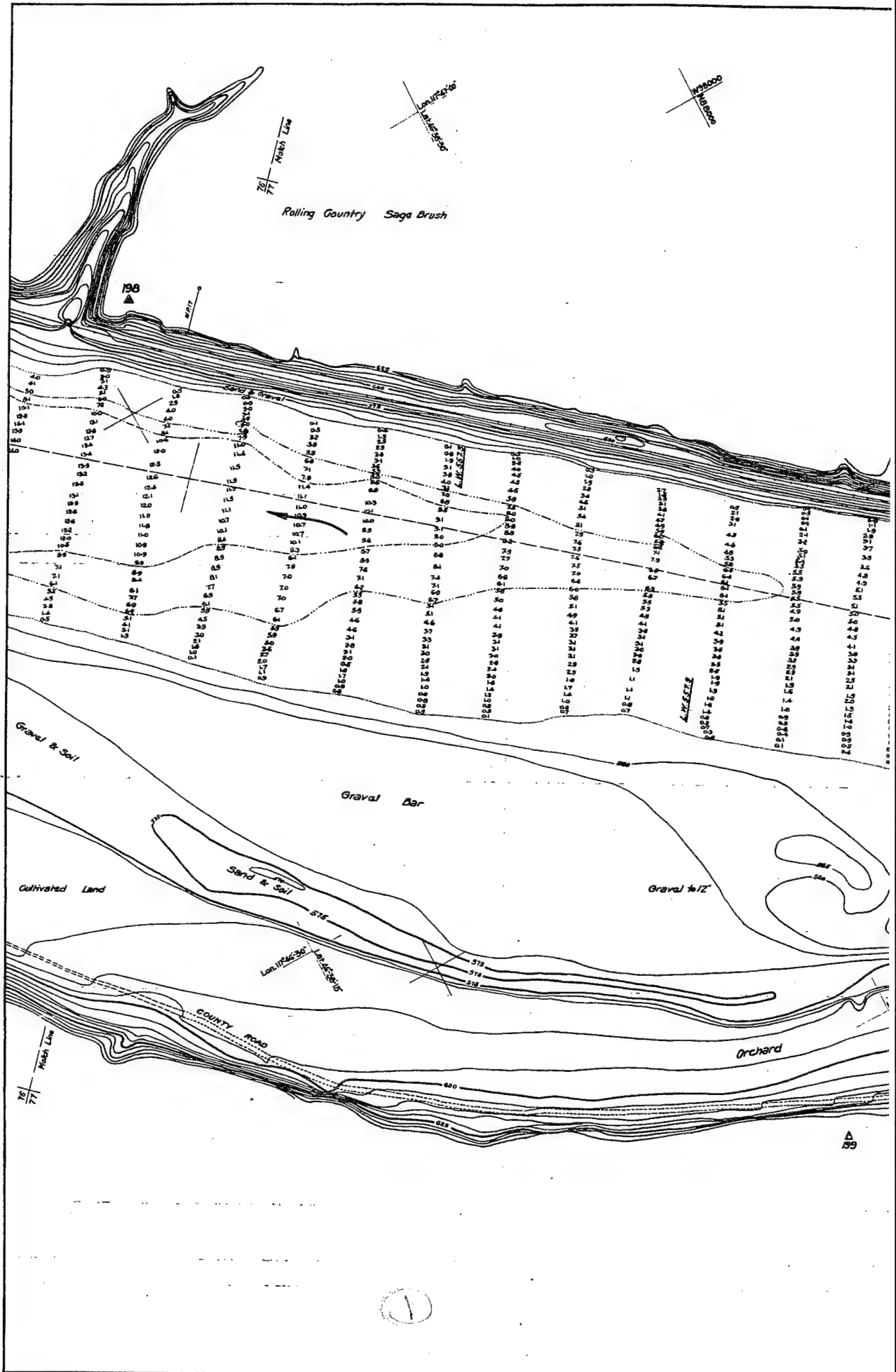
W. Williams
Major, Corps of Engineers

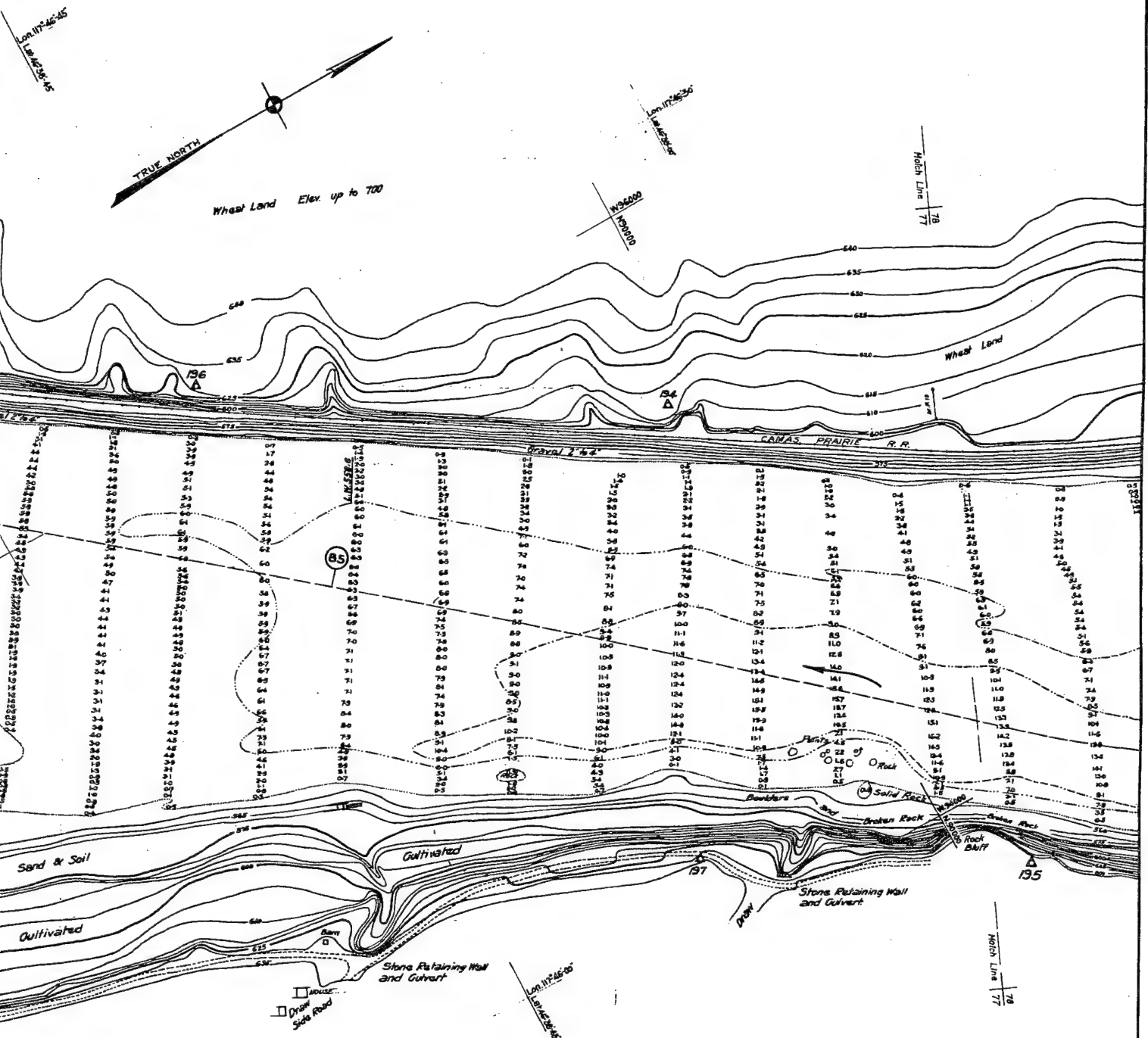
Drawn by C.A.D. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-4/77
H-9-2/76

SN-1-12/76





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RIMARIA, EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

8 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (85)

SN-I-4/78
H-9-2/77

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 77

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Davis

O. J. Williams

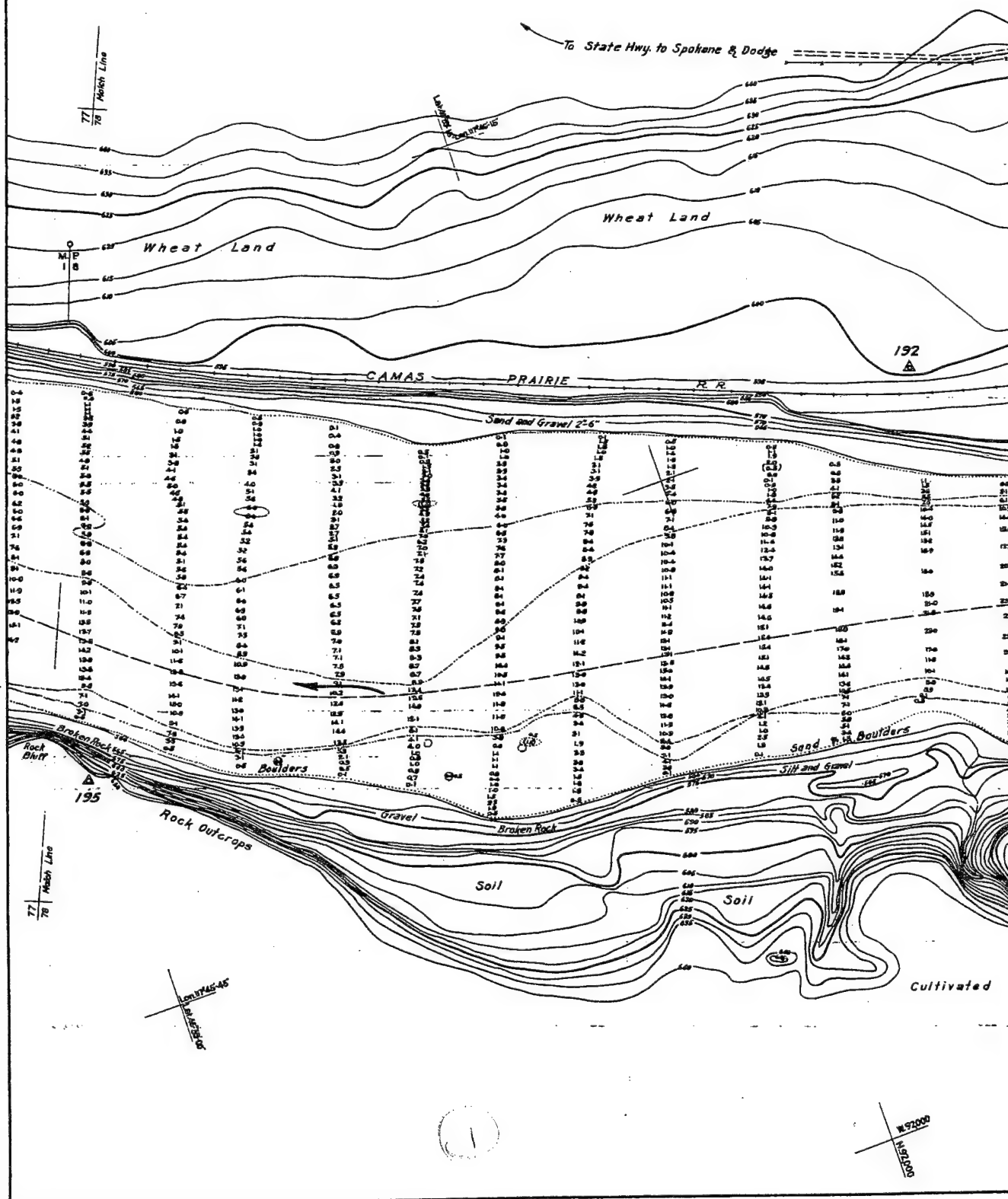
Associate Engineer

Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

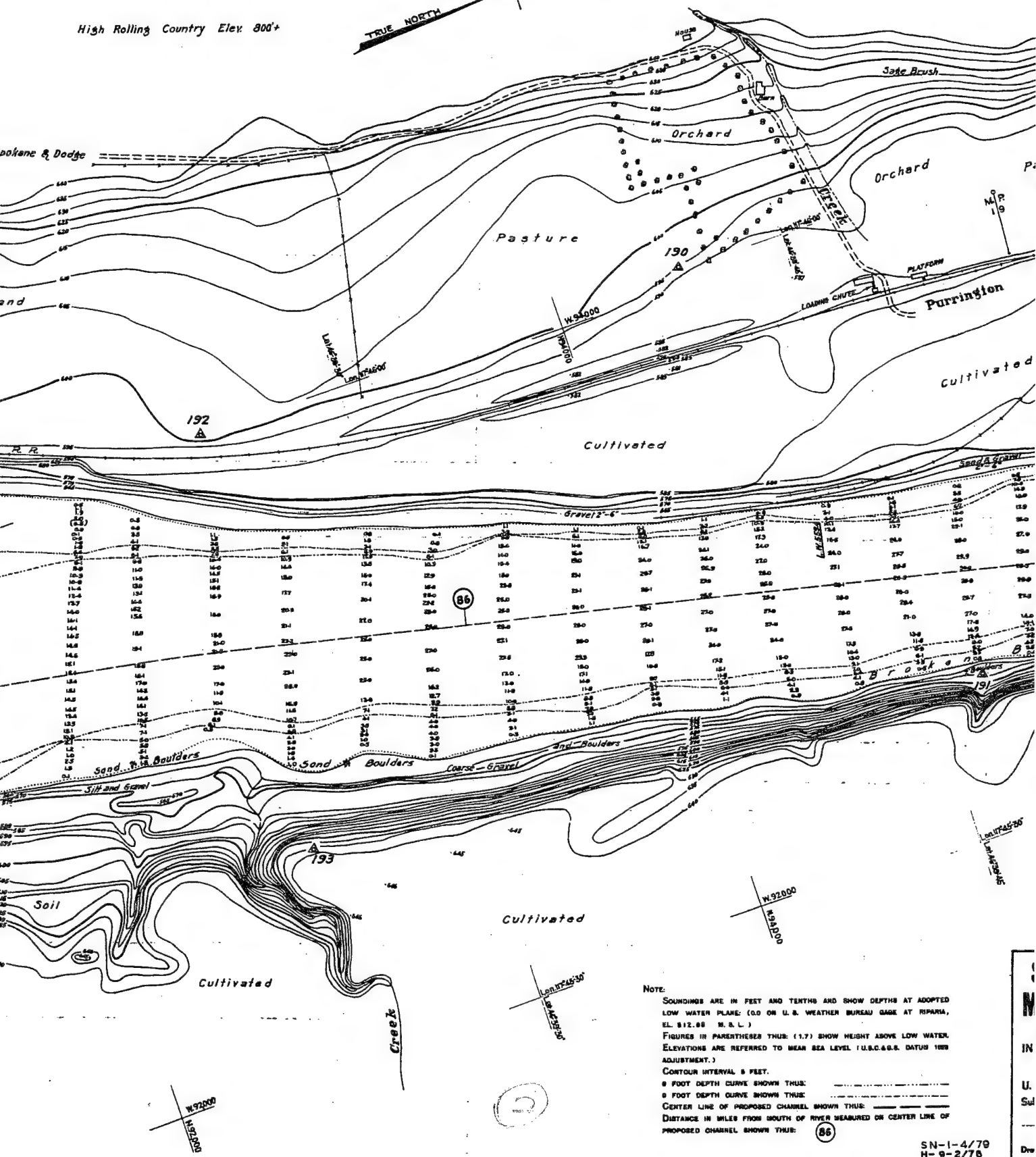
Transmitted with report dated June 10, 1935.

SN-I-12/77



High Rolling Country Elev. 800+

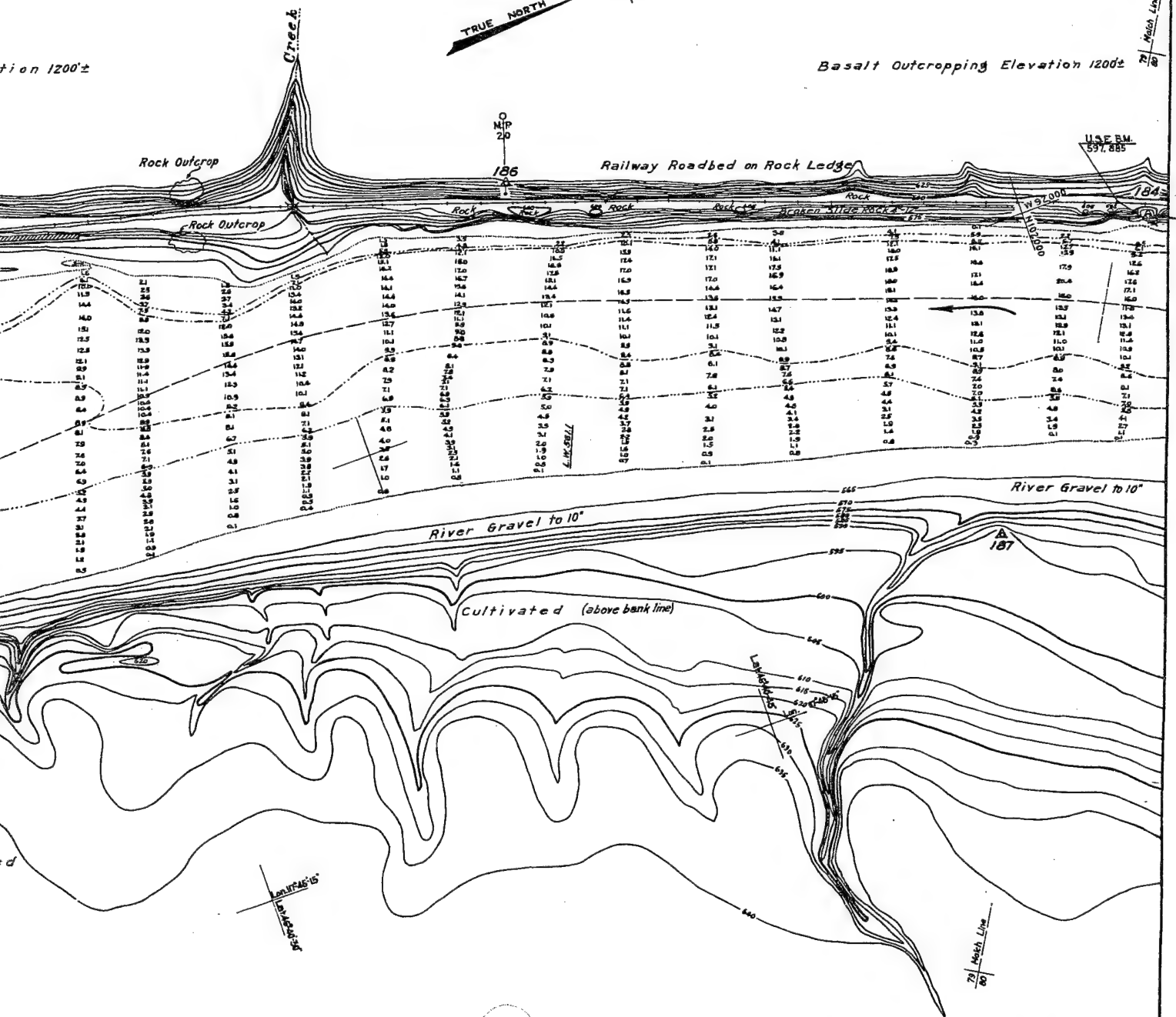
TRUE NORTH



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
 EL. 812.88 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1988
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (86)

SN-1-4/79
 H-9-2/78

tion 1200±



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIFLE, EL. 512.08 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

3 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (87)

SN-1-4/80
H-9-2/79

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 79

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
Assistant Engineer

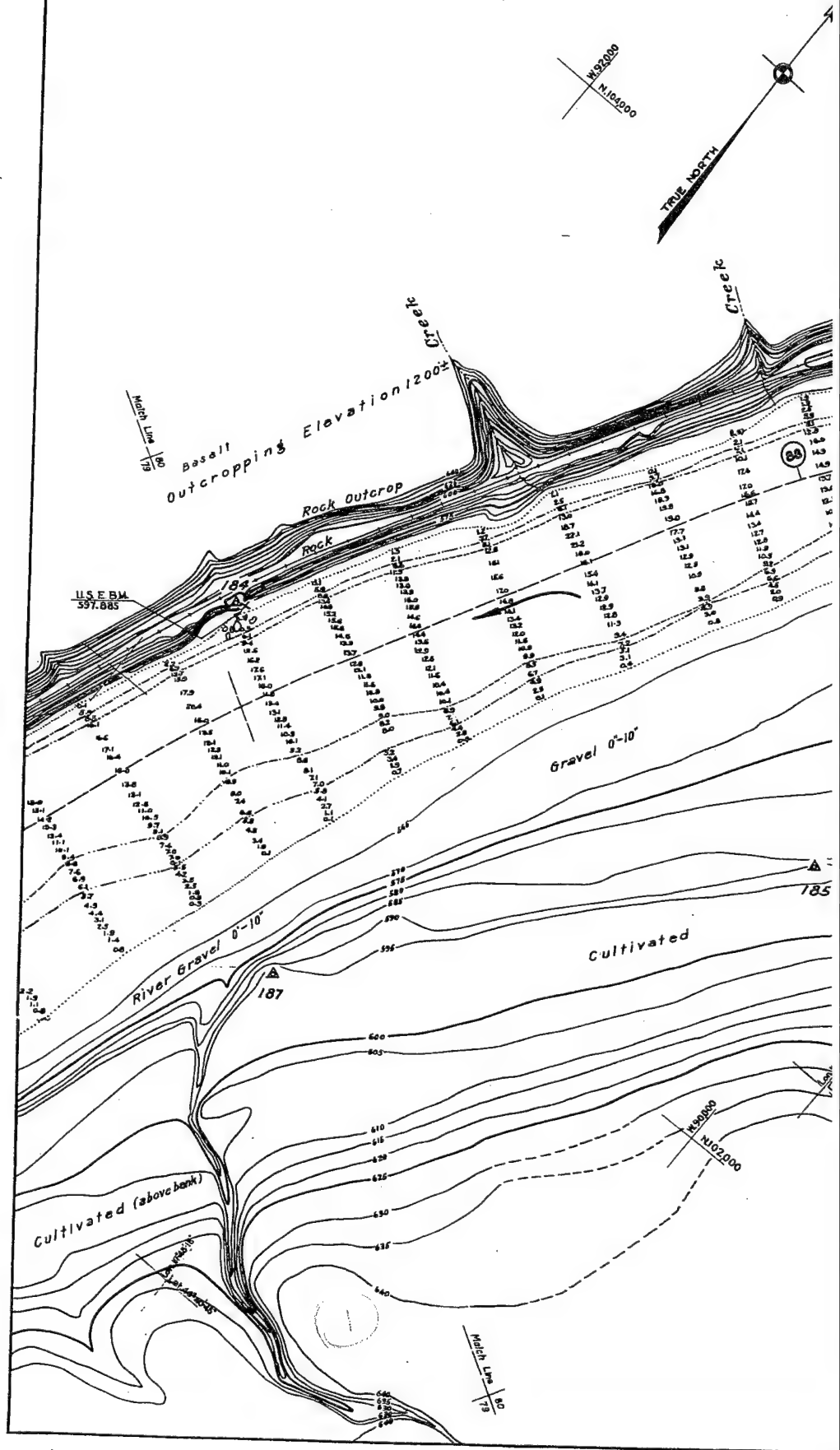
Approved:

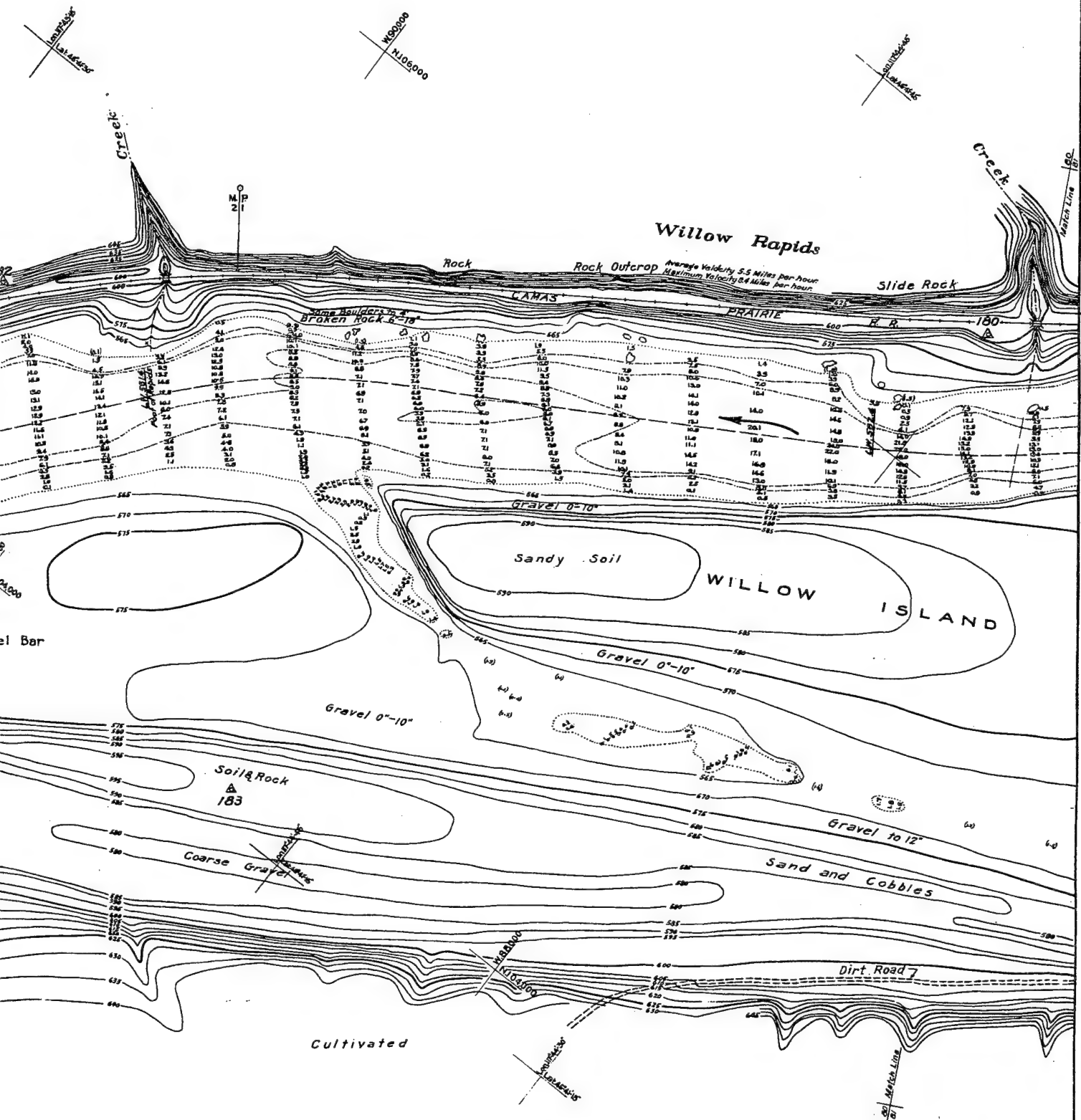
Ch. Williams
Major, Corps of Engineers

Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1933.

SN-1-12/79





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT REPANA, EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (88)

SN-1-4/81
 H-9-2/80

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 80

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Barr

J. Williams

Associate Engineer

Major, Corps of Engineers

Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/80

Basalt Ledges

El. 1000 +

Basalt Cliffs

Willow Rapids

Willow

Average Velocity 5.5 Miles per hour.
Maximum Velocity 8.4 Miles per hour.
Slides 680 Rock

Stück Flach

USE ARM

89

WILLOW ISLAND

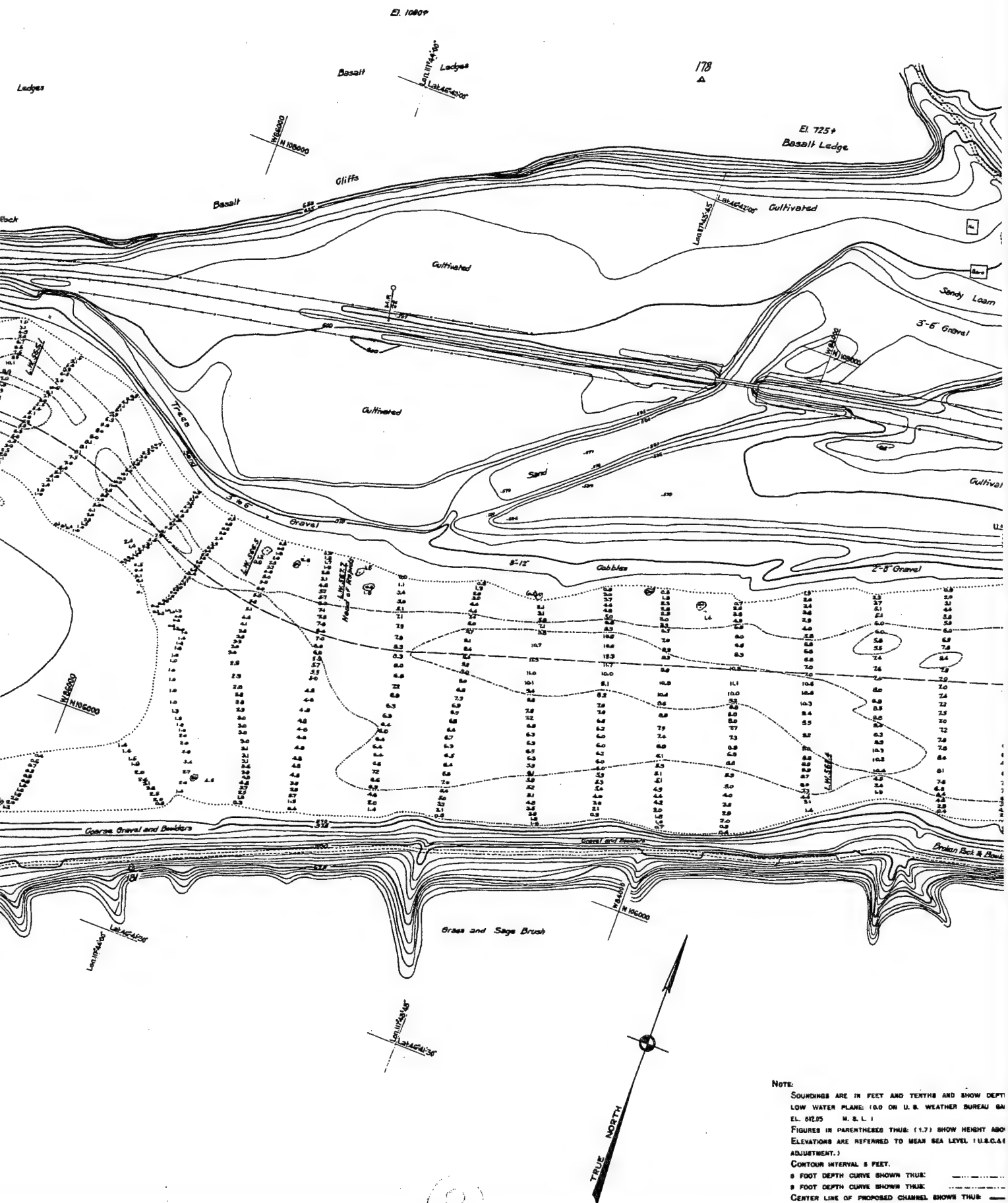
Gravel Island
Gravel to 12"~~1426000~~
1426000

Gravel to 12"

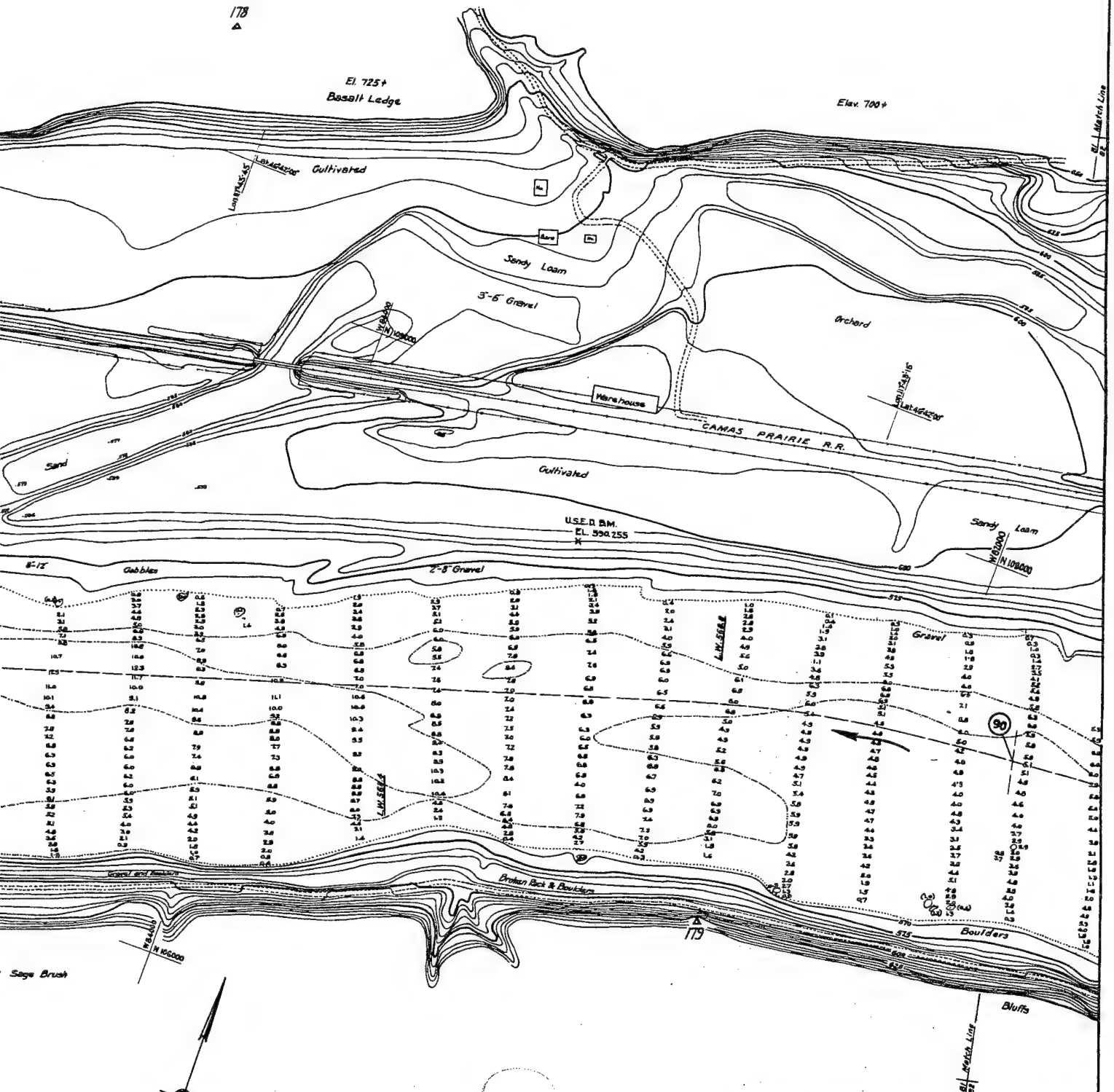
Gobbles

alt Road

Let $\alpha = \frac{1}{2}$



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GA
 EL. 512.5 M. S. L. I
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AND
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & I
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
 PROPOSED CHANNEL SHOWN THUS: (50)



Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 81

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen L. Darr* Approved: *W. H. Williams*

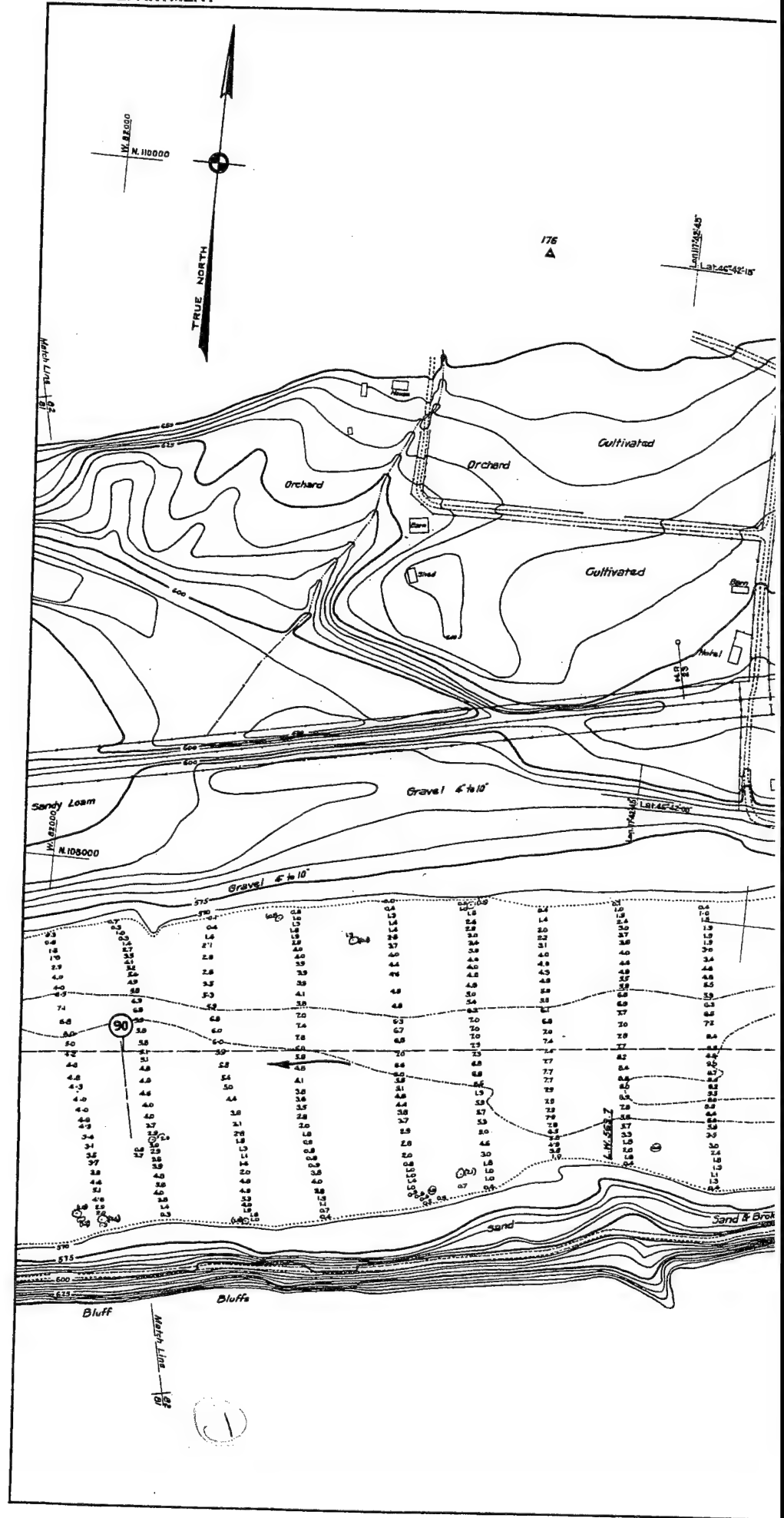
Associate Engineer Major, Corps of Engineers

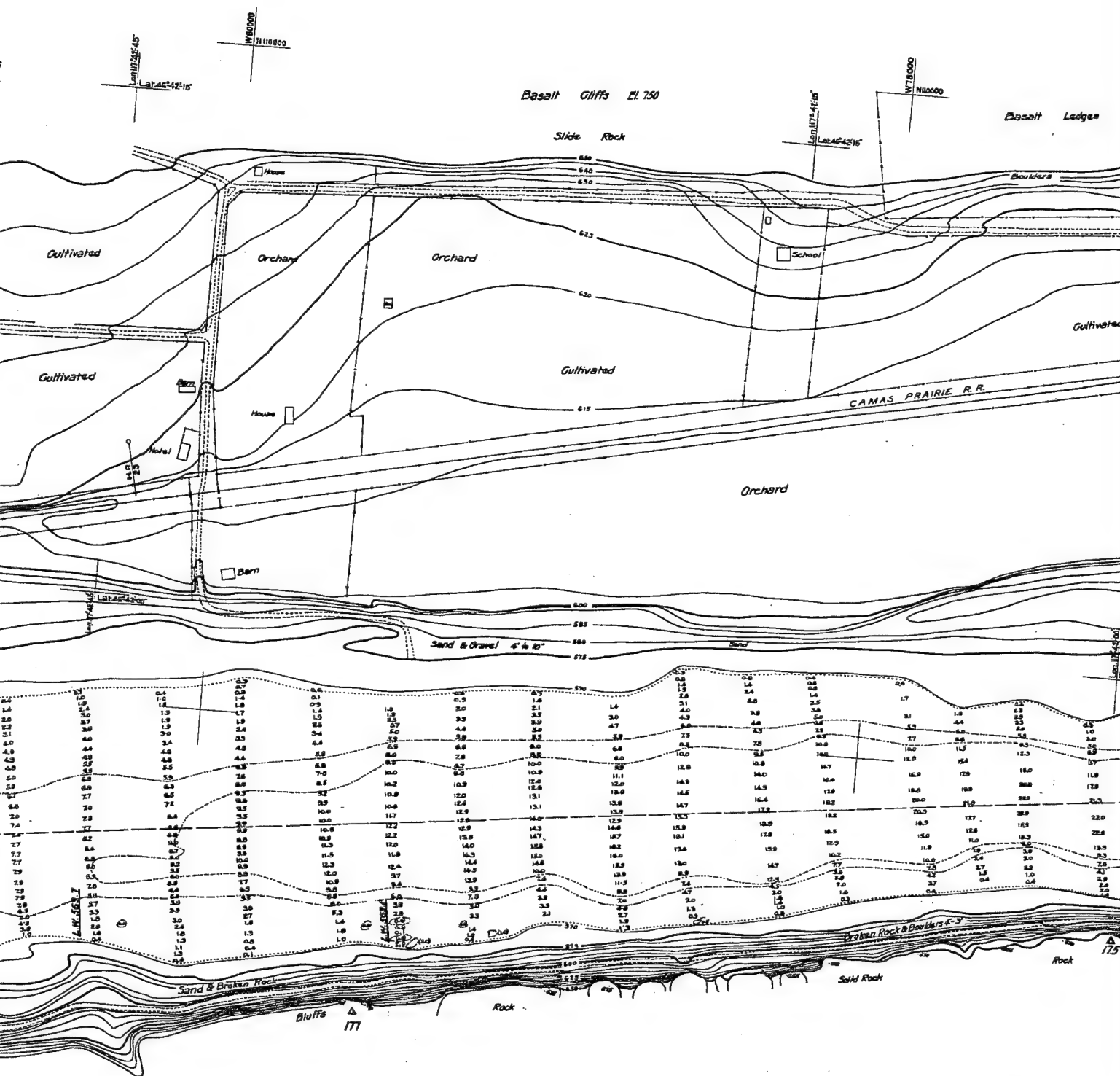
Drawn by G.E.T. S.A.M. Transmitted with report dated June 10, 1935.

SN-1-4/82
H-9-2/81

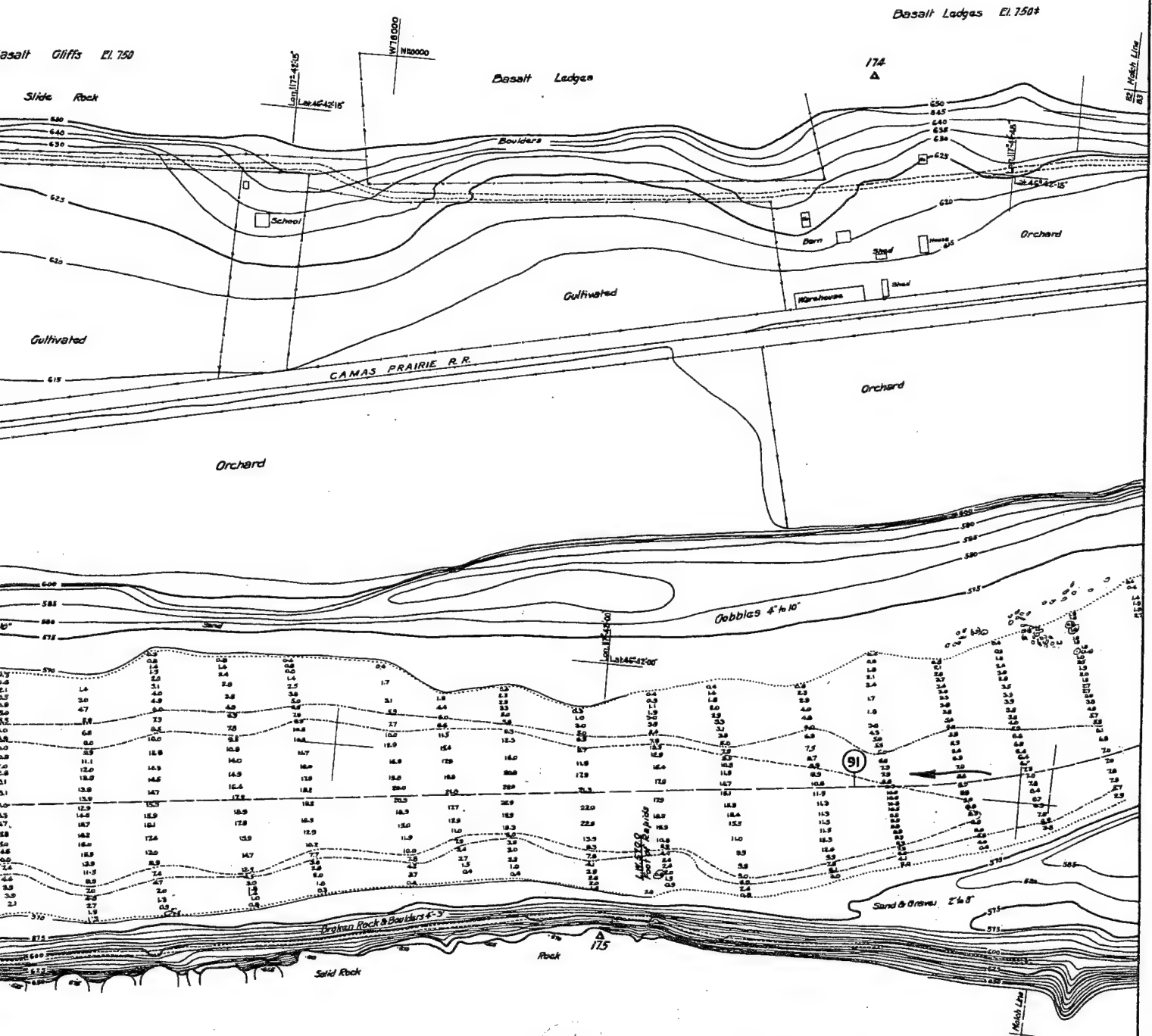
SN-1-12/81

WAR DEPARTMENT





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE
 EL. 5125 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 9 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CE
 PROPOSED CHANNEL SHOWN THUS: (91)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 5125 (M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (91)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 82

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

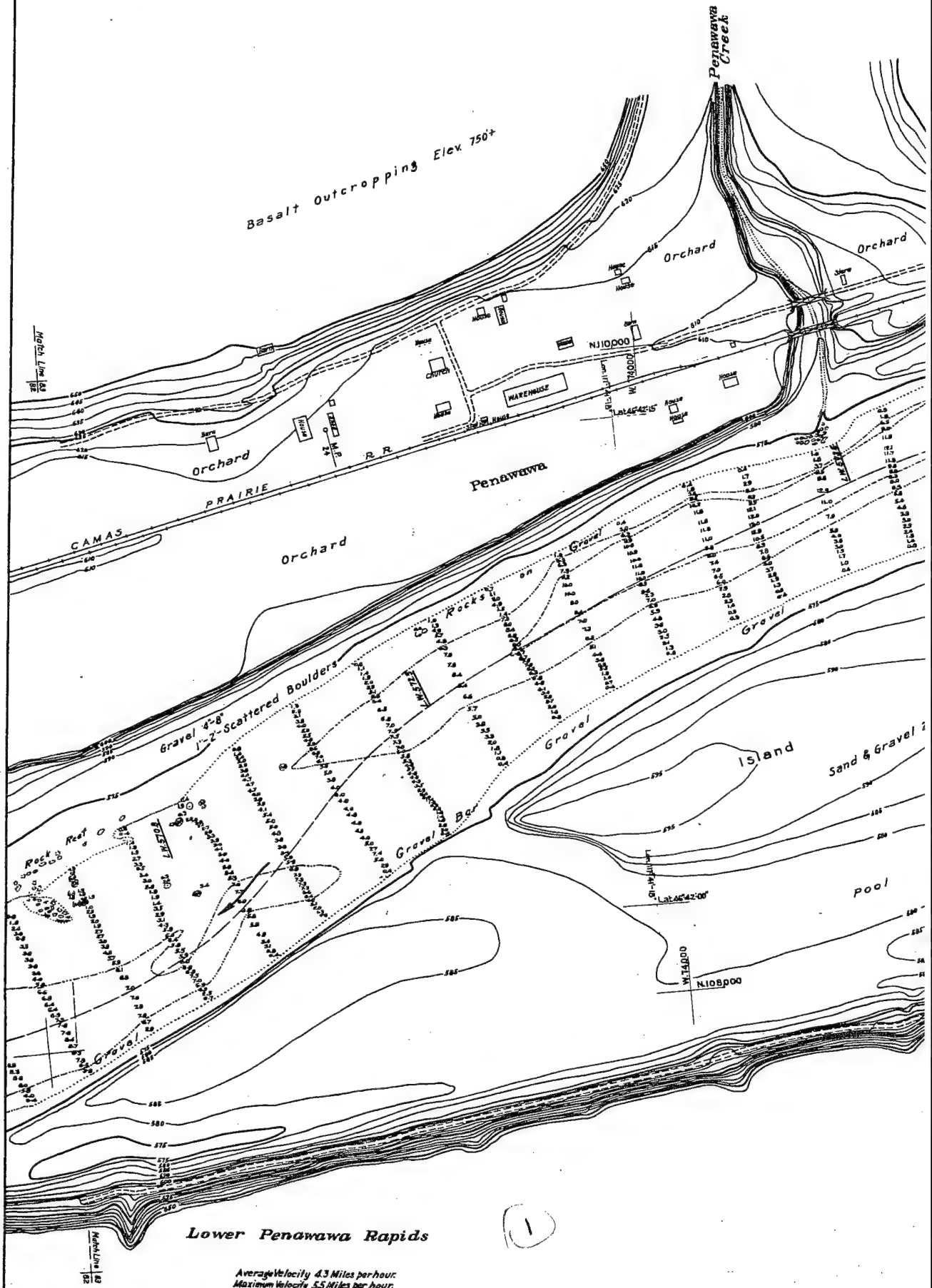
William
Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935.

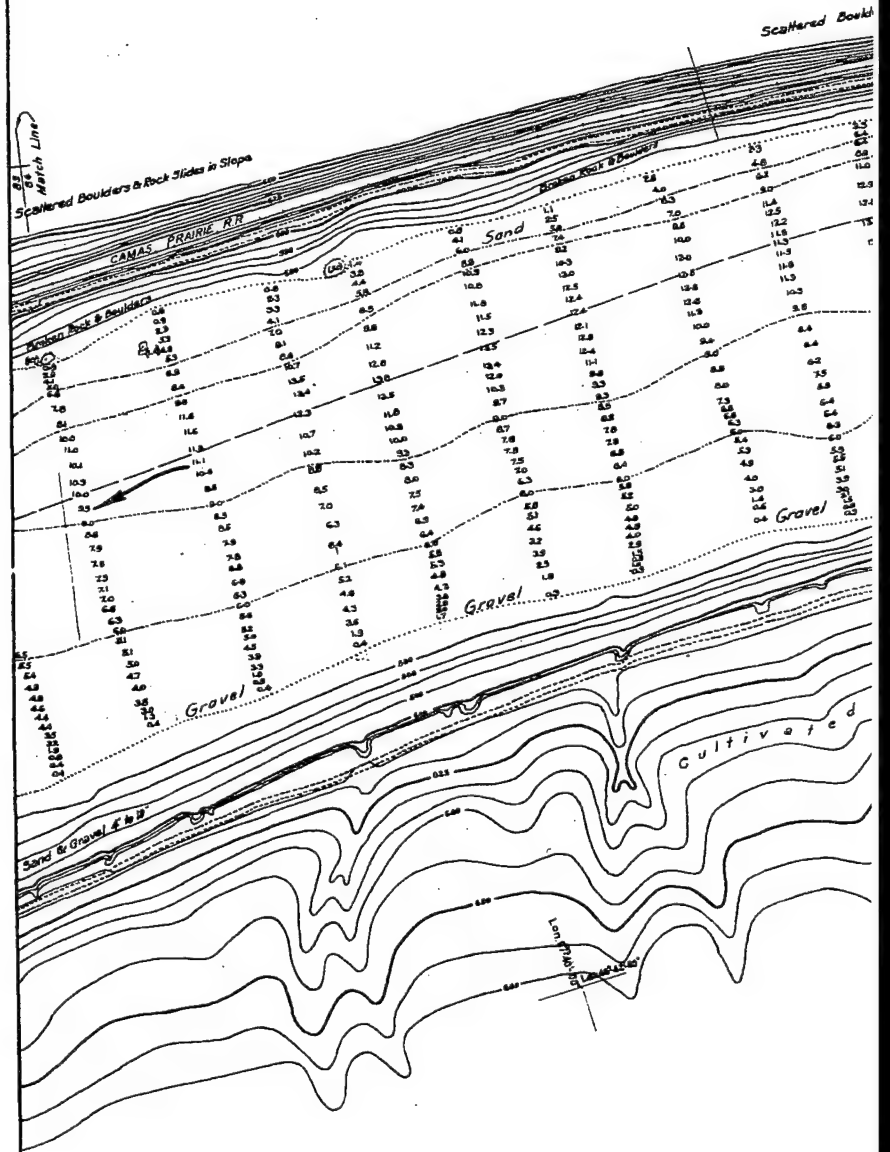
SN-1-4/83
H-9-2/82

SN-1-12/82



Lower Penawawa Rapids

Average Velocity 4.3 Miles per hour.
Maximum Velocity 5.5 Miles per hour.

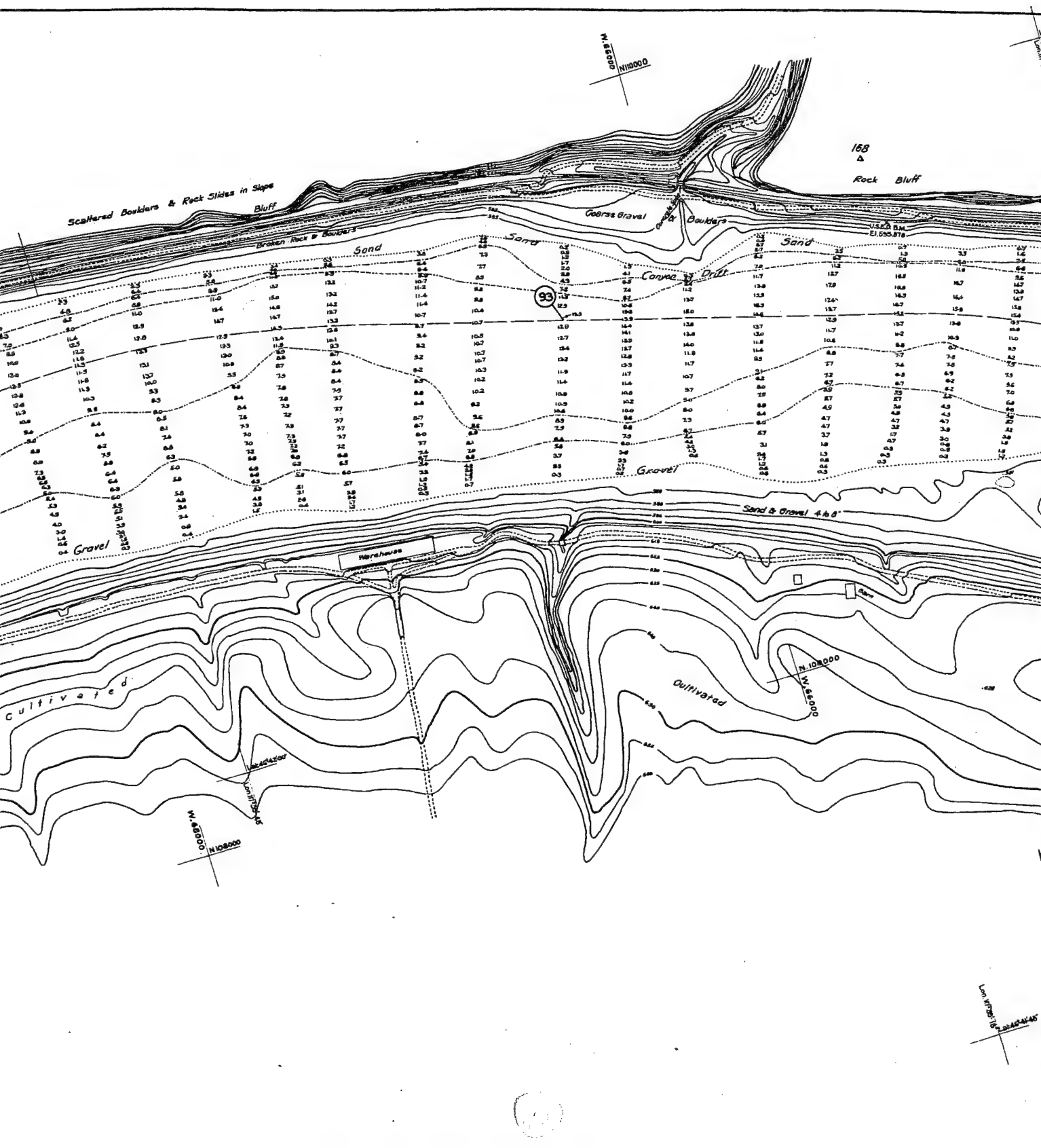


1108000

1108000

1108000

1108000



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 52.25 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

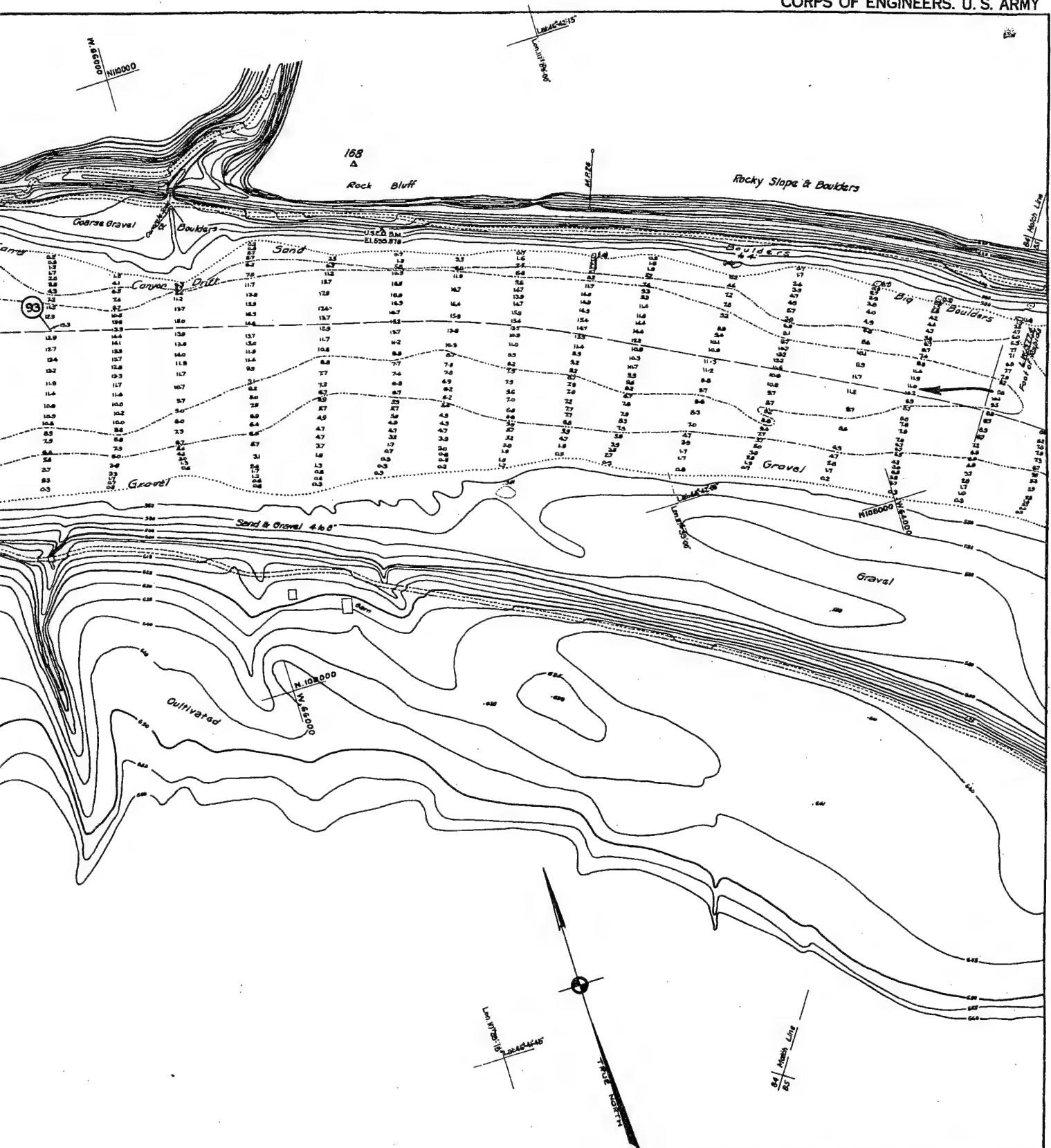
CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

6 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (53)



W DEPTHS AT ADOPTED
BEAU GAGE AT RUPA,.

HT ABOVE LOW WATER.
U.S.C. & G.S. DATUM 1989

RES ON CENTER LINE OF

169

SN-1-4/85
H-9-2/84

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

11154 SHEETS SCALE 1:2,000 SHEET NO. 84

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Allen L. Darr

Associate Engineer

Approved:

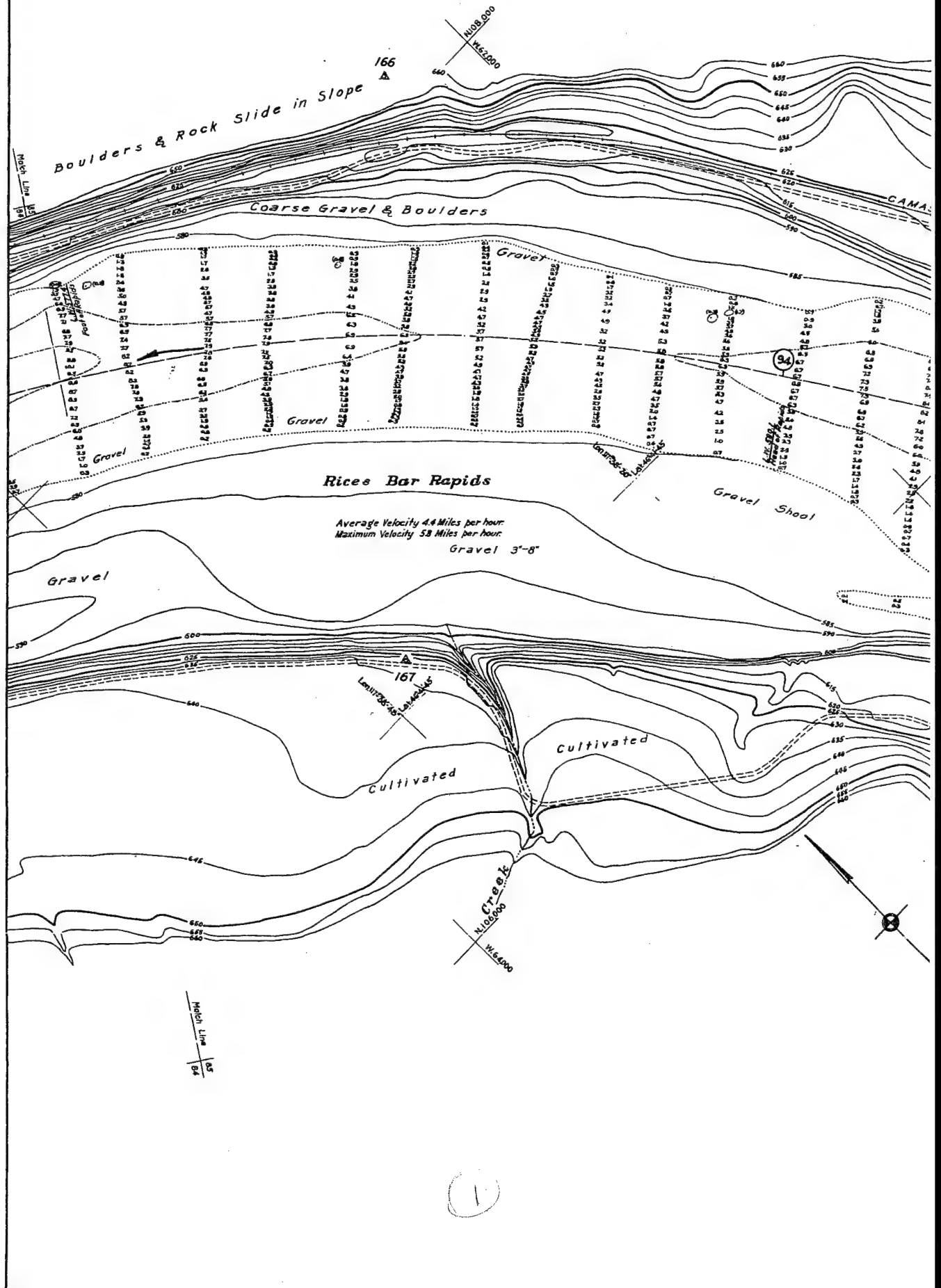
William

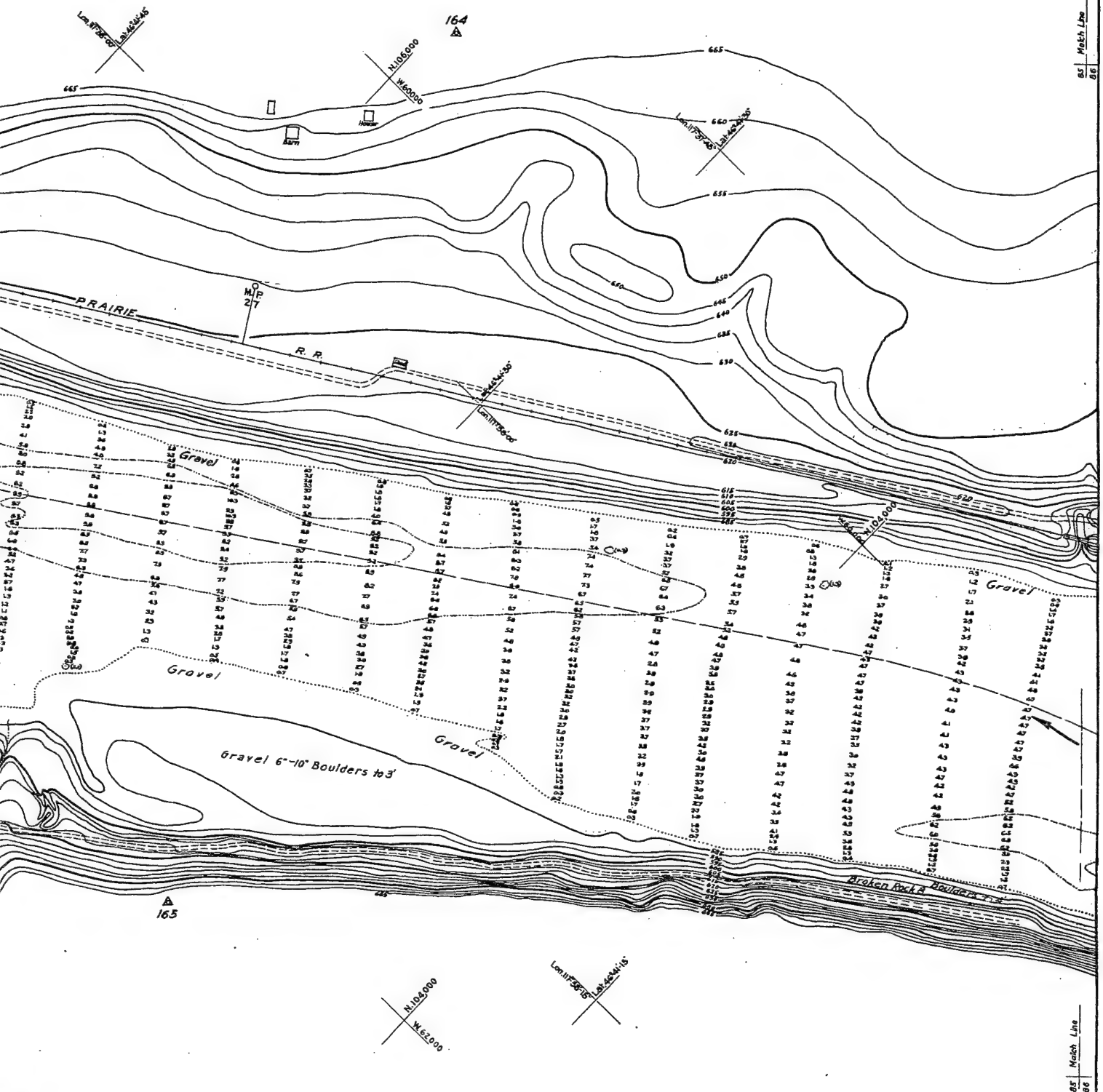
Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/84





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 82.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL: 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (94)

SN-1-4/86
H-9-2/85

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 85

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Allen L. Barr
Associate Engineer

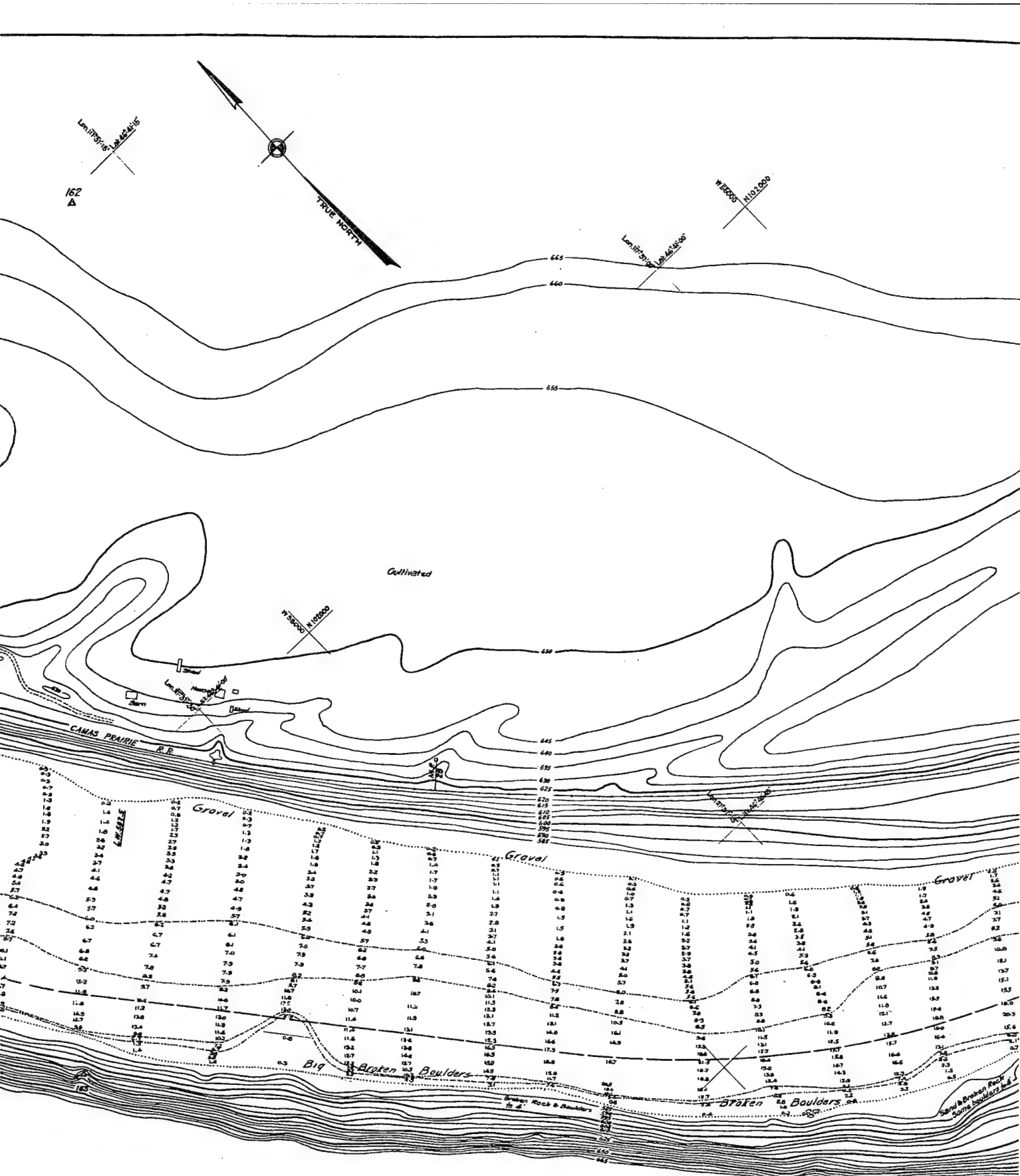
Approved:

William
Major, Corps of Engineers

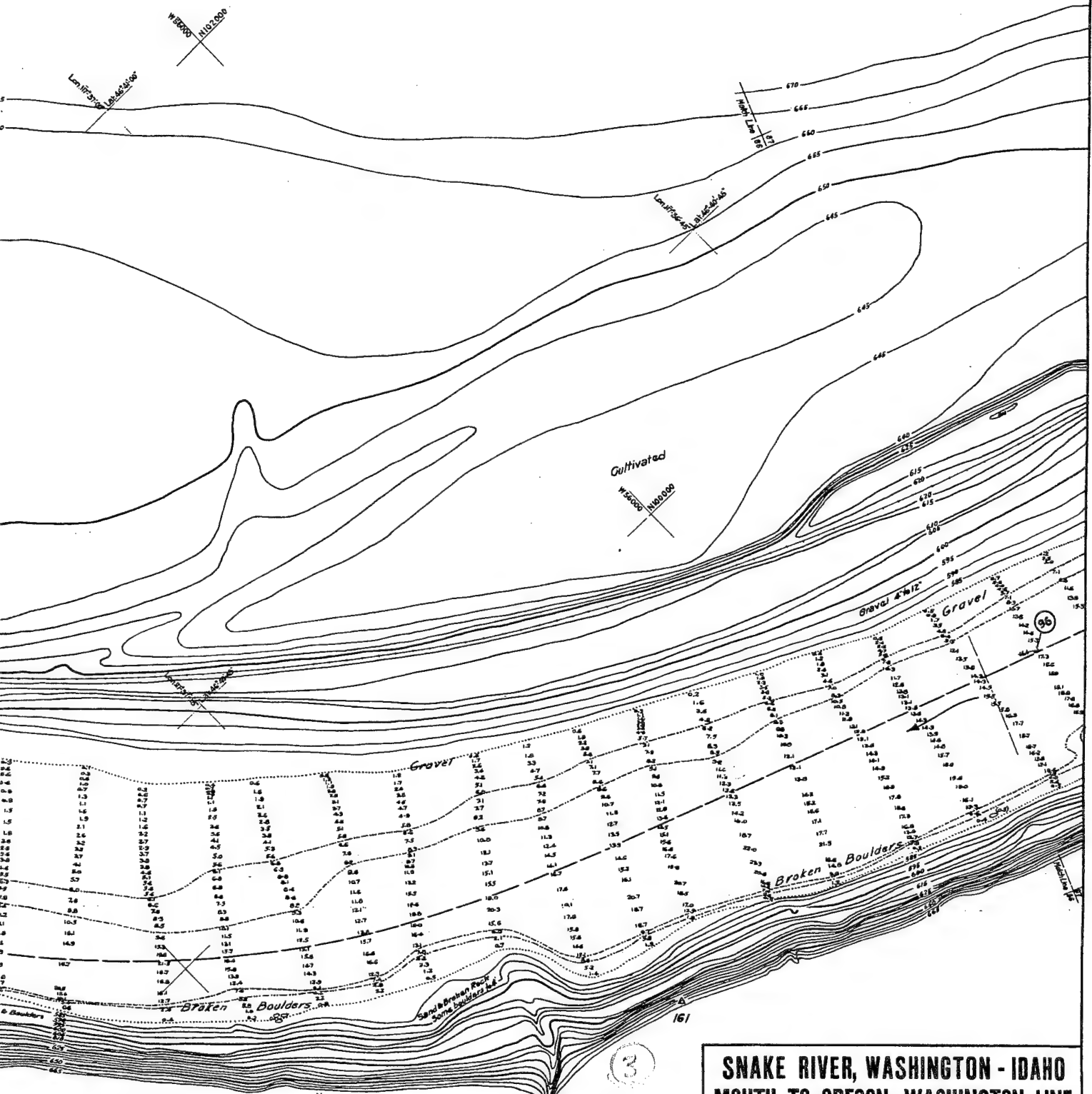
Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-12/85



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS.
 LOW WATER PLANE: 10.0 OR U.S. WEAT
 EL. 5125 (M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) IN
 ELEVATIONS ARE REFERRED TO MEAN SEA
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 5 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SH
 DISTANCE IN MILES FROM MOUTH OF RIVE
 PROPOSED CHANNEL SHOWN THUS: (95)



NOTE:

SOUNDINGS ARE, IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

9 FOOT DEPTH CURVE SHOWN THUS: ————

8 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (95)

SN-1-4/87
H-9-2/86

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 86

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

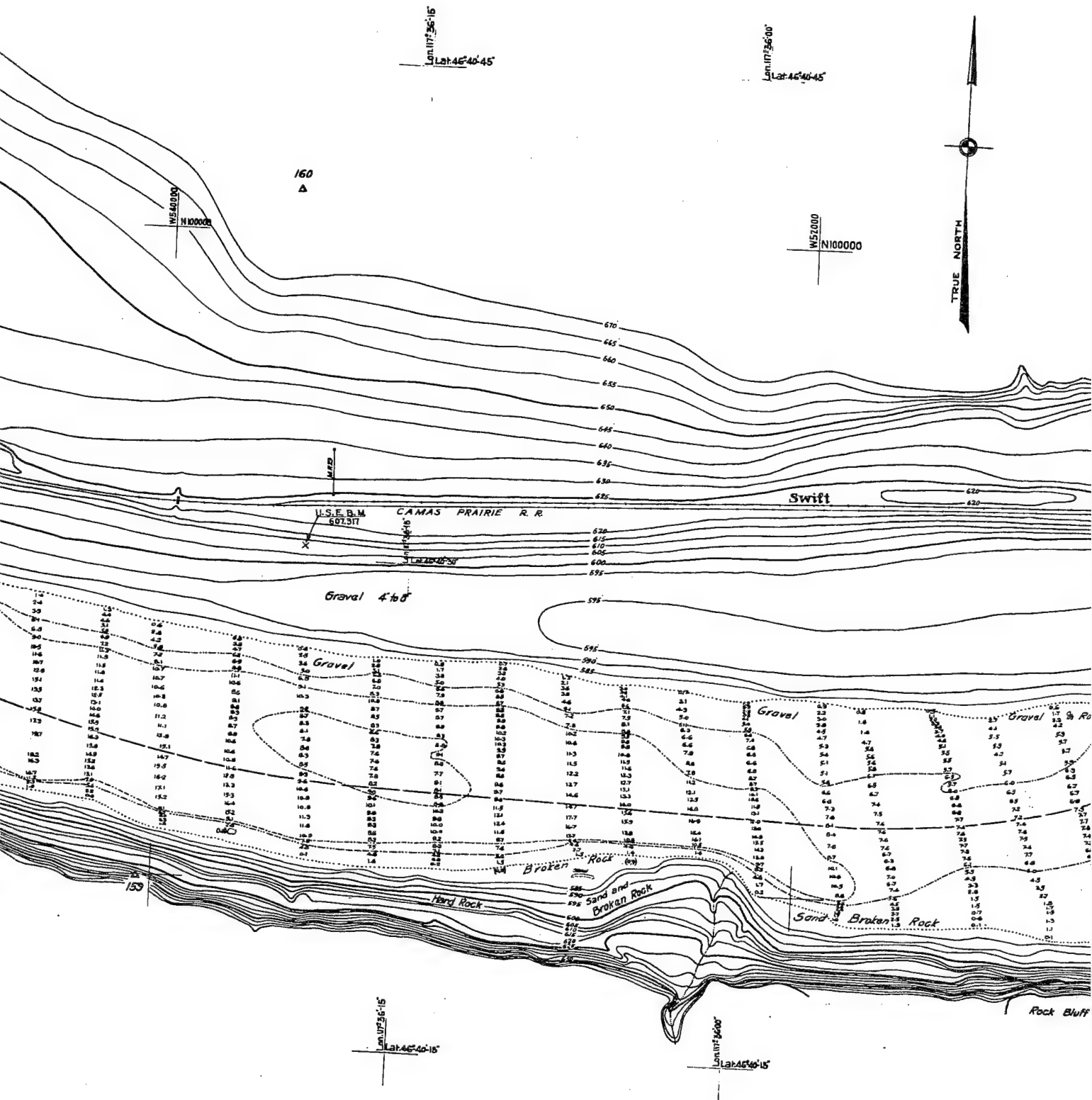
Allen L. Darr
Associate Engineer

Major, Corps of Engineers

Drawn by GET S.A.M.

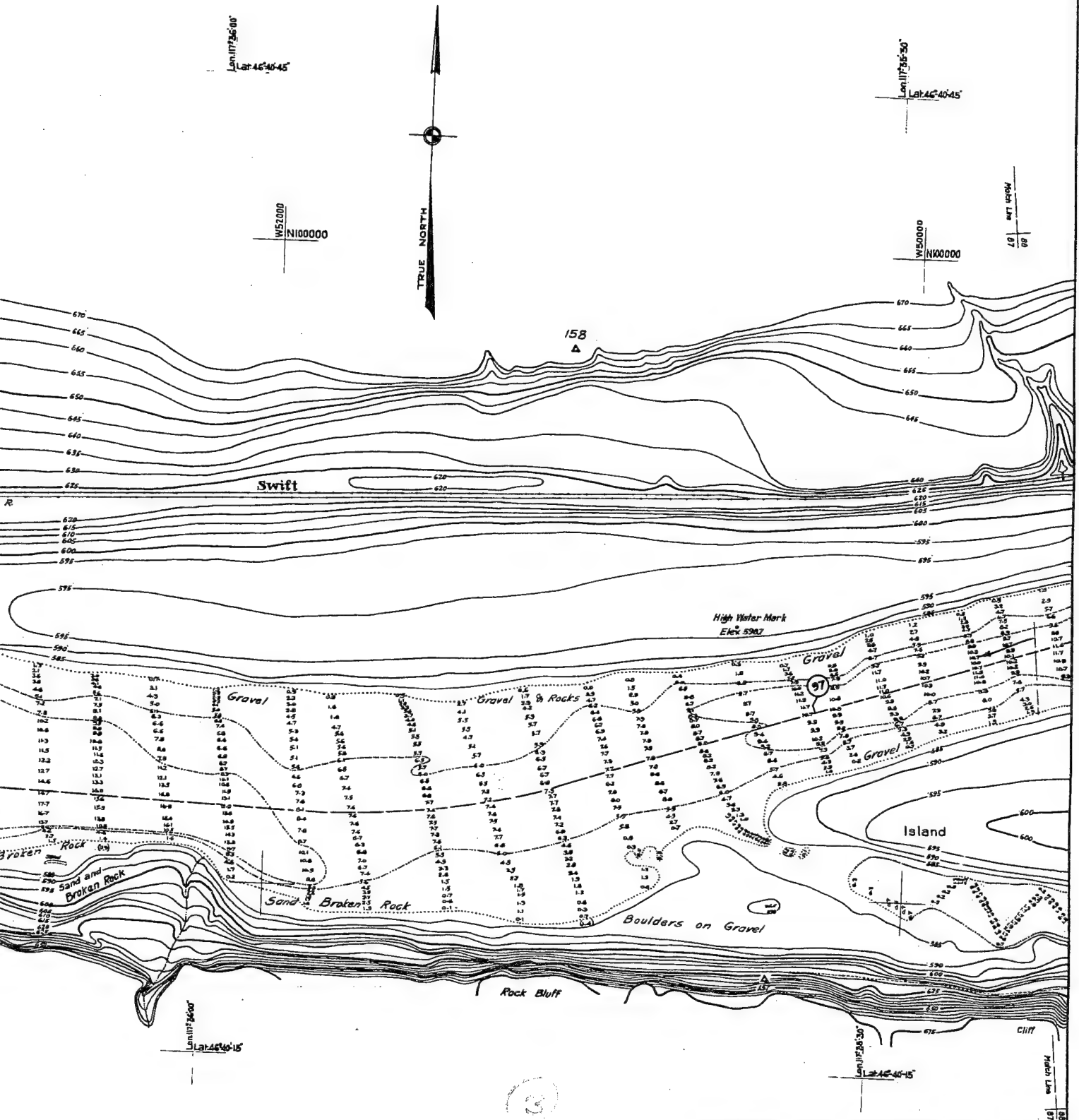
Transmitted with report dated June 10, 1935

SN-1-12/86



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPT
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU OR
 EL. 512.5 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AND
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.)
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCE 15 MILES FROM MOUTH OF RIVER MEASURED ON
 PROPOSED CHANNEL SHOWN THUS: (36)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPAHA, EL. 12.45 M. S. L. 1.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (96)

SN-1-4/88
H-9-2/87

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2000

SHEET NO. 87

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

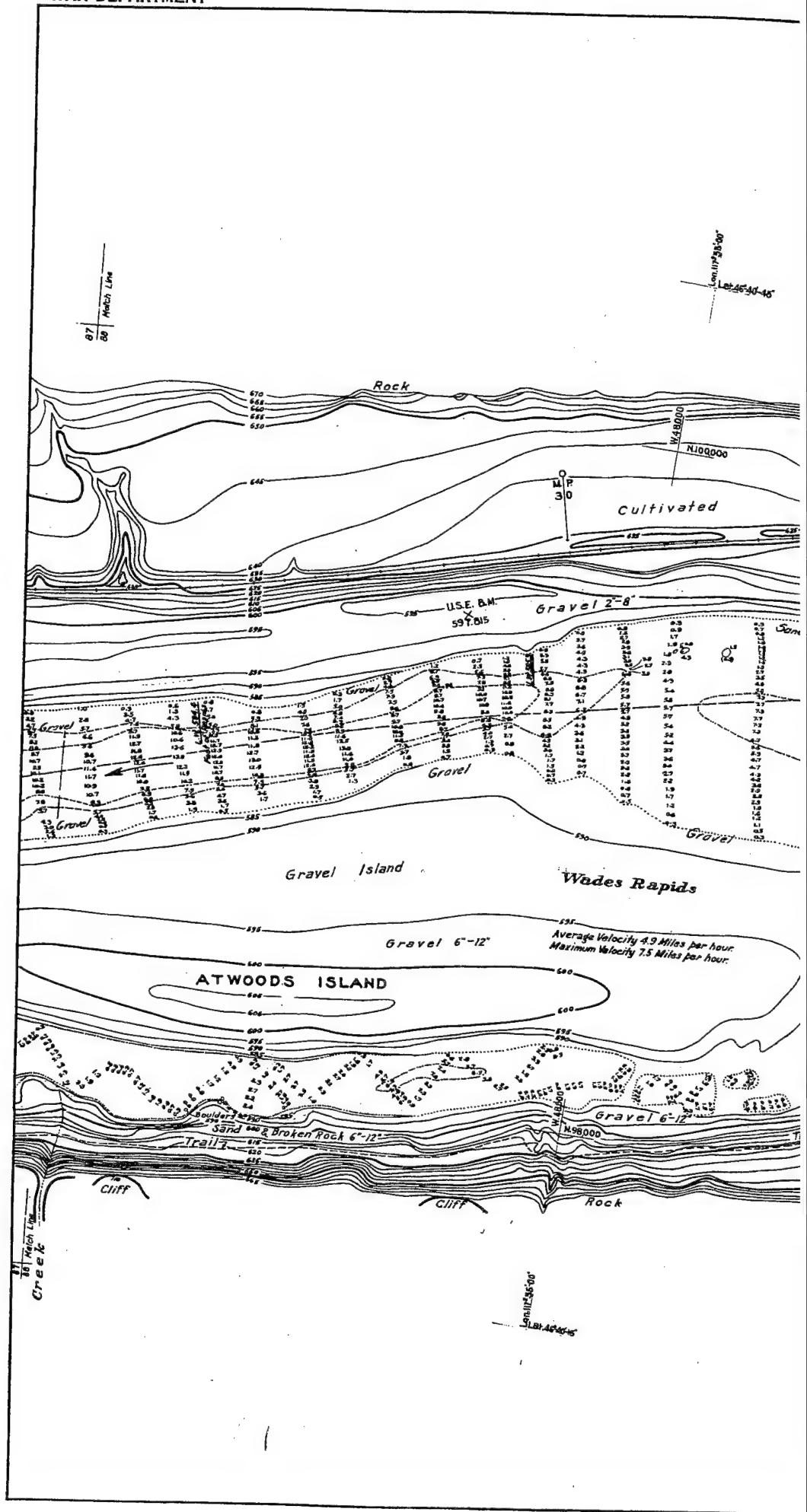
Allen L. Darr
Associate Engineer

Ed Williams
Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-12/87





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT EL. 0.0 (M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DA ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (37)

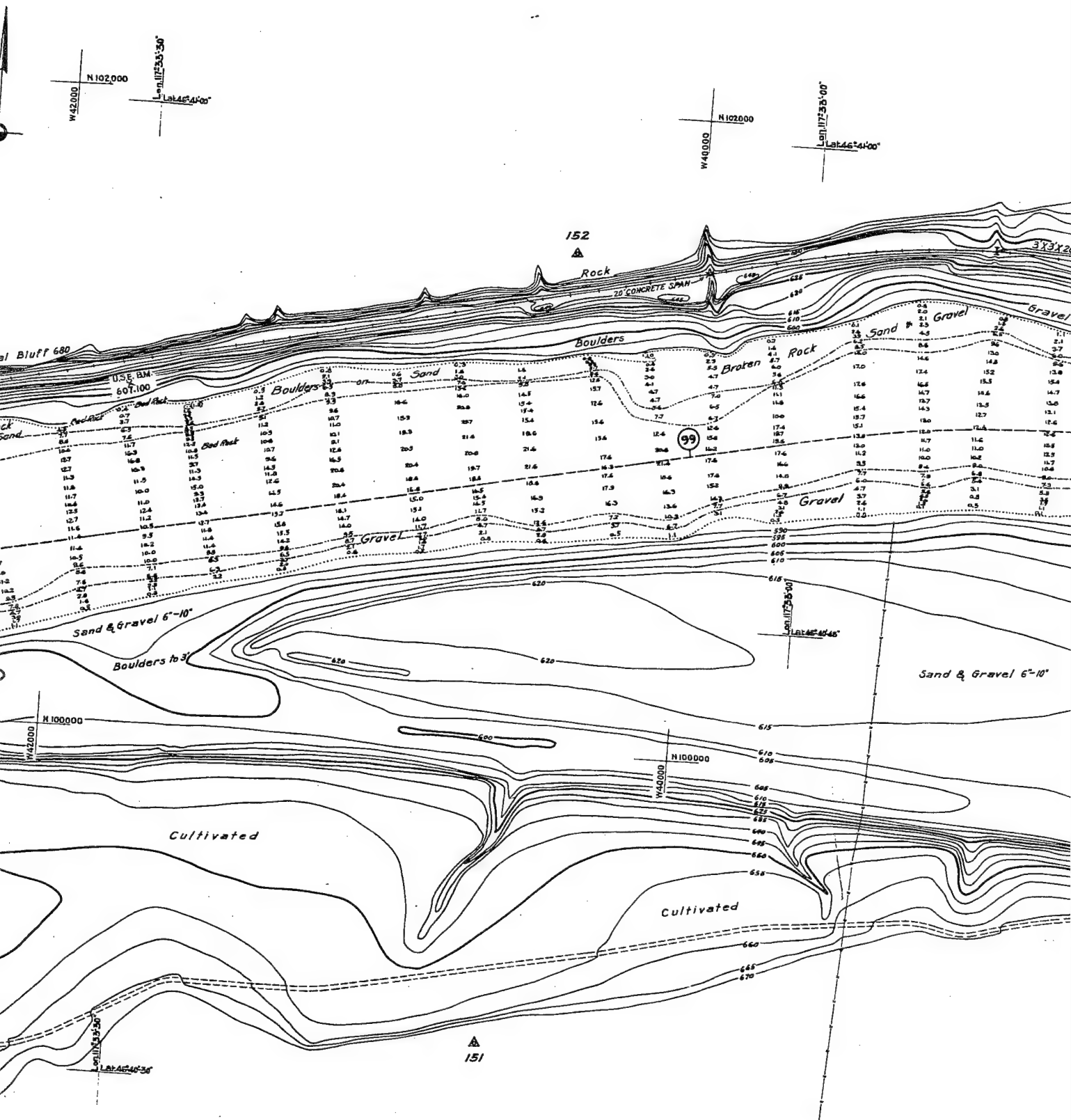


SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPED
 LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GADE AT RIPRAP,
 EL. STGS. M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL: U.S.C.&G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERNAL 8 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (97)

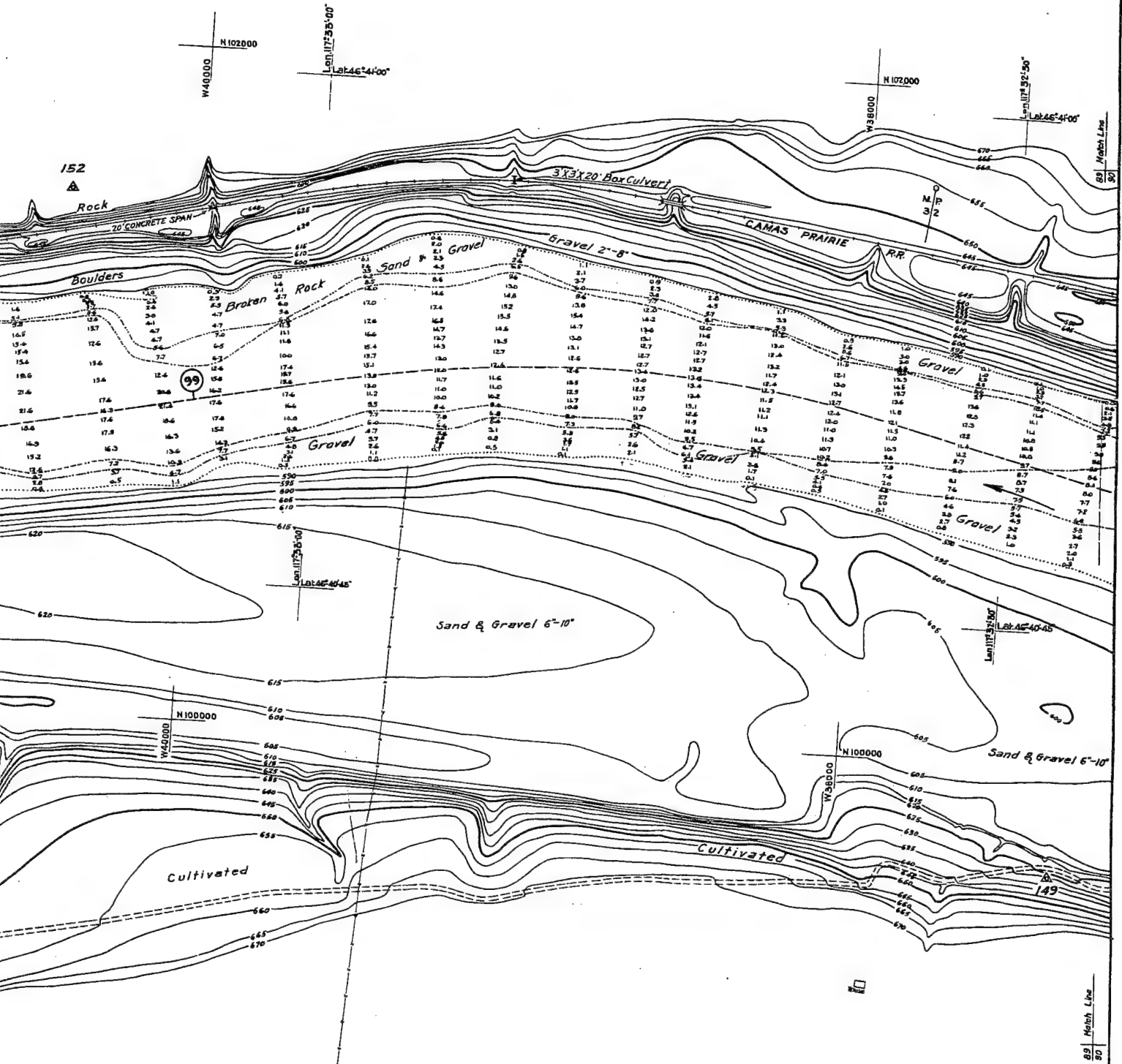
Drawn by EWE SAN Transmitted with report dated June 10 1985

SN-1-12/88





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS
 LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE
 EL. 512.86 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 8 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
 DISTANCES IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER
 PROPOSED CHANNEL SHOWN THUS: (98)



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL: 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (38)

SN-1-4/90
H-9-2/89

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2000

SHEET NO. 89

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Barr
Associate Engineer

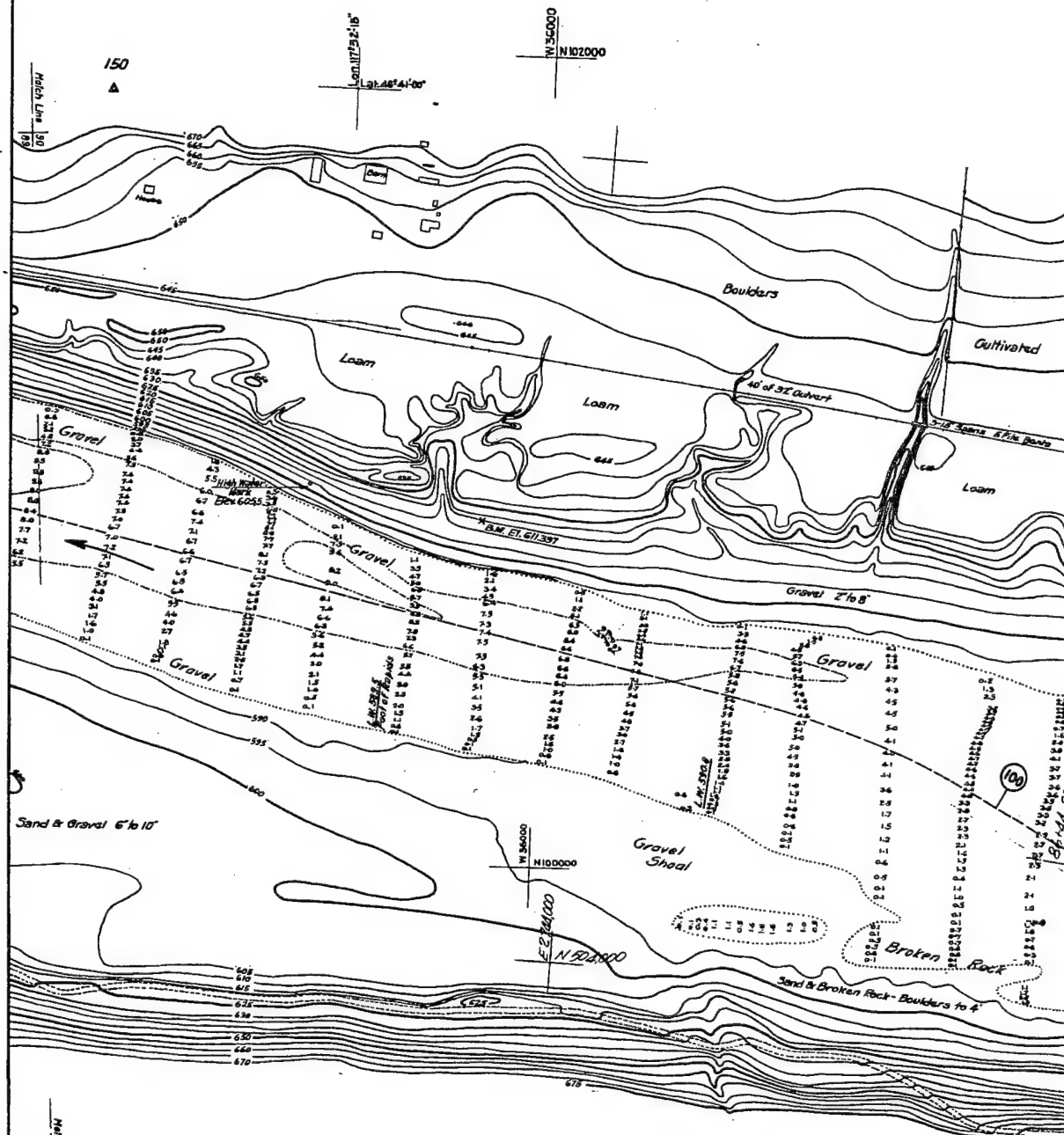
Approved:

Stadellhaus
Major, Corps of Engineers

Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1935

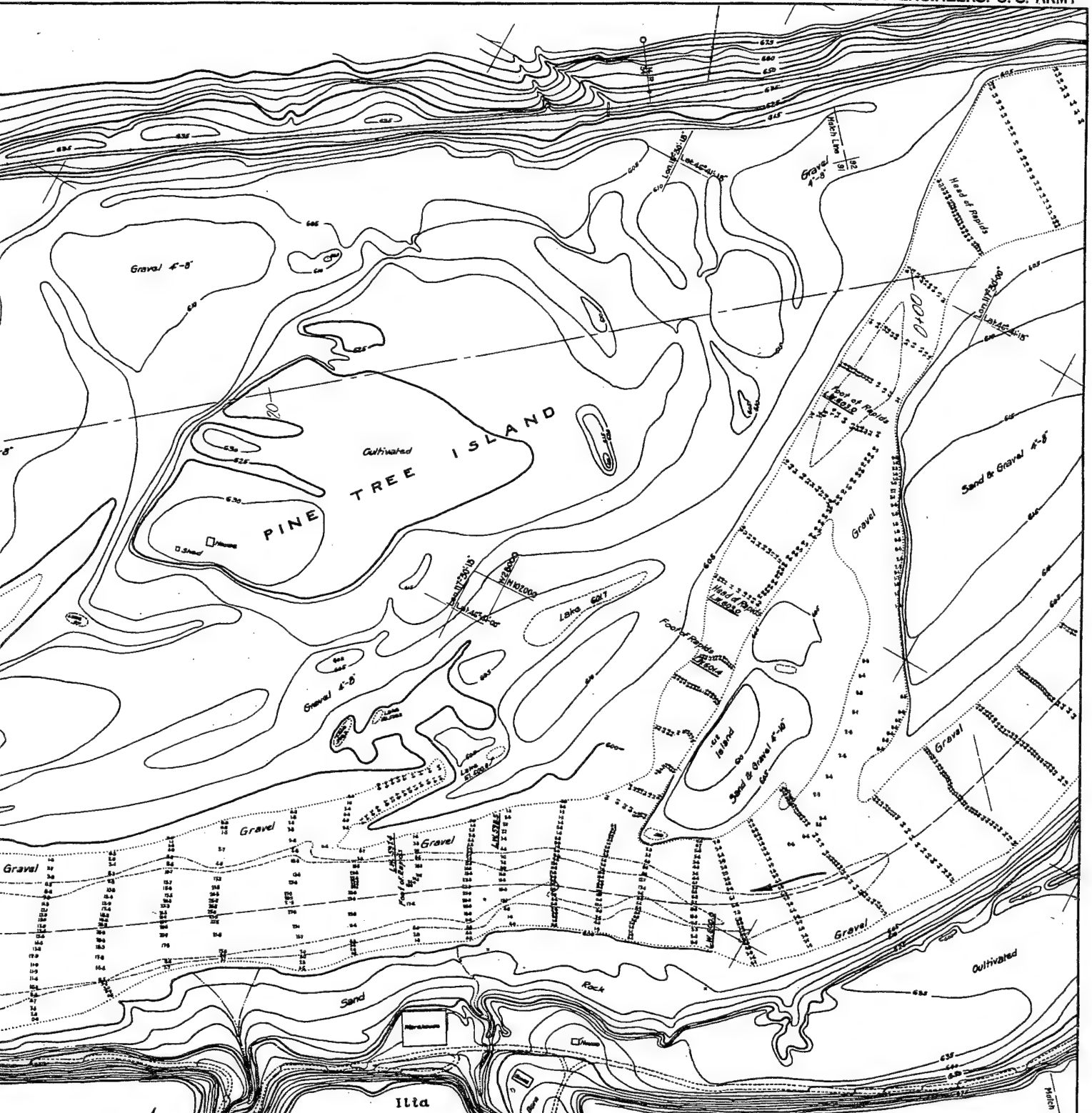
SN-1-12/89



Lower Illa Rapi

Average Velocity 5.4 Miles per hour
Maximum Velocity 7.0 Miles per hour





NOTE: Approx. Lambert Coordinates added - Oct 1987

SOUNDINGS ARE IN FEET, AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

8 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (101)

Ilia Rapids

A
143

Average Velocity 4.8 Miles per hour
Maximum Velocity 7.1 Miles per hour

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

INIS4SHEETS

SCALE 1:2,000

SHEET NO. 91

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Starr
Associate Engineer

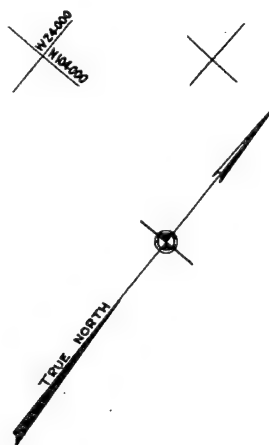
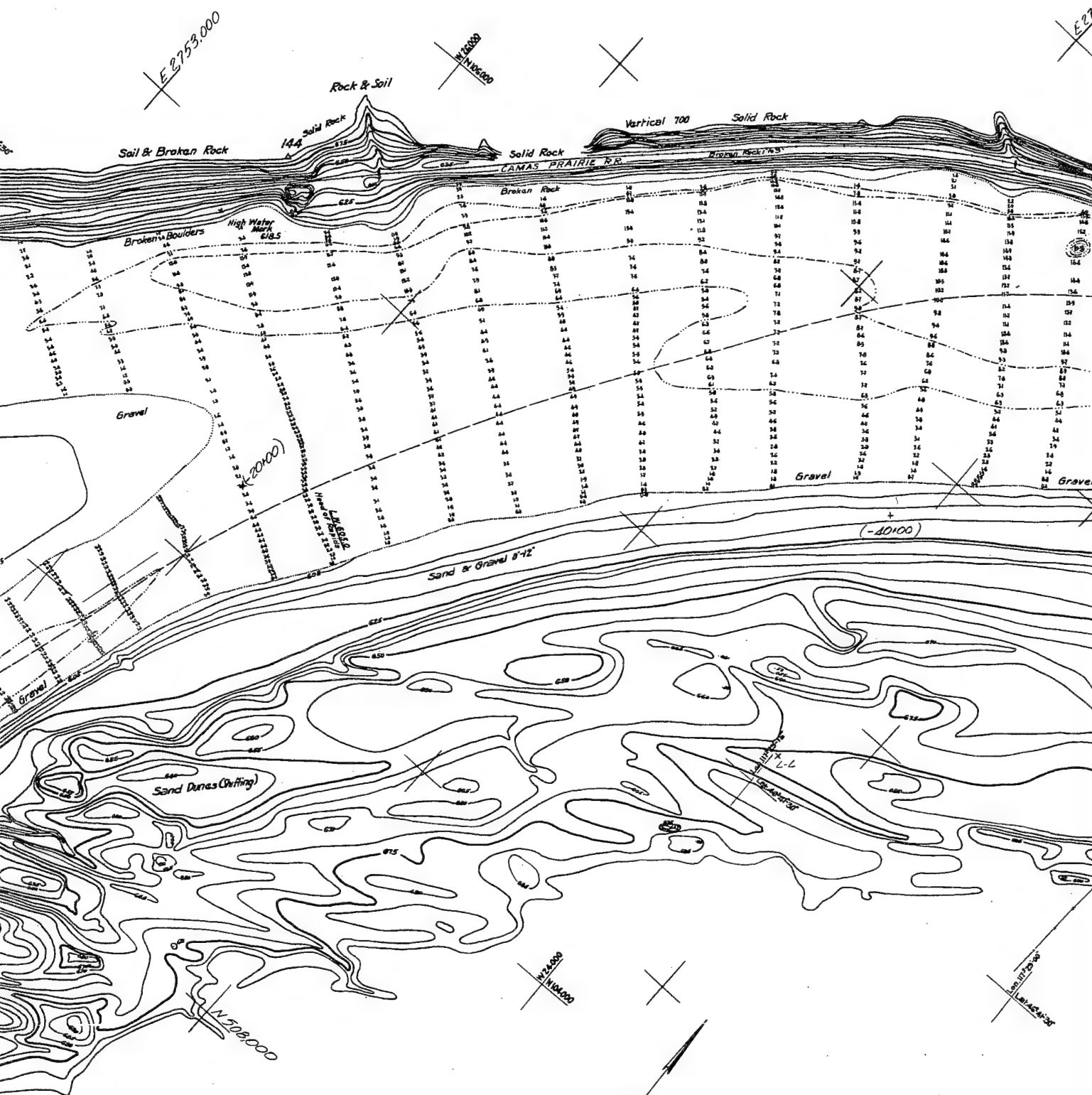
Major, Corps of Engineers




Drawn by G.E.T. R.G.Y.

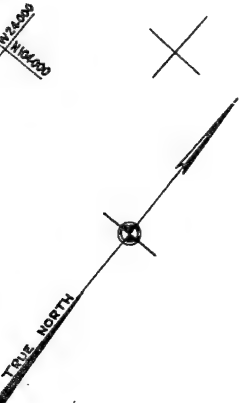
Transmitted with report dated June 10, 1935

SN-1-4/92
H-9-2/91

SN-I-12/91

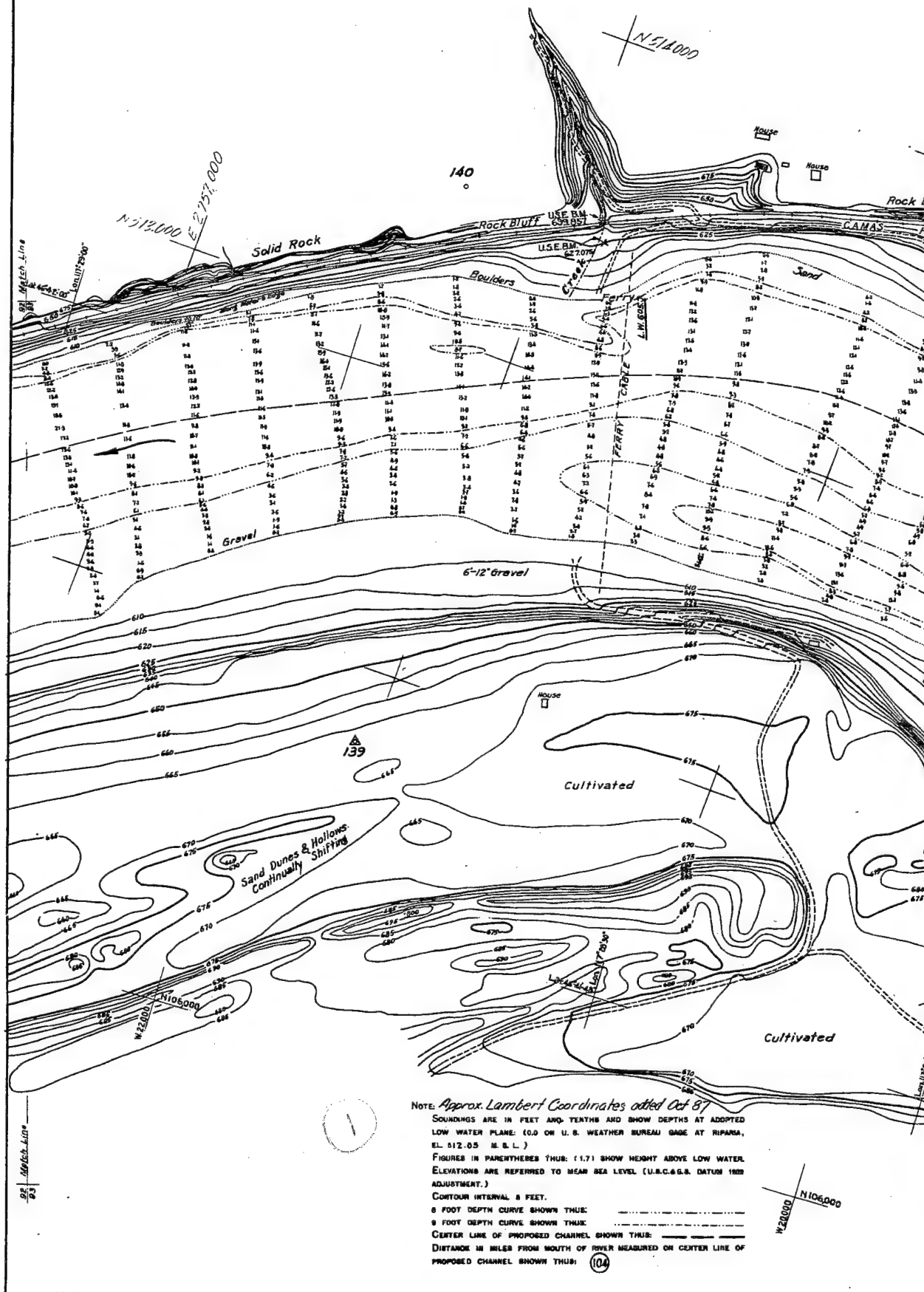


NOTE: Approx. Lambert Coordinates used.
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DE
 LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU
 BL. 512.05 M. S. L. I
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT &
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: 
 9 FOOT DEPTH CURVE SHOWN THUS: 
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: 
 DISTANCE IN SOLES FROM MOUTH OF RIVER MEASURED 0
 PROPOSED CHANNEL SHOWN THUS: (102)



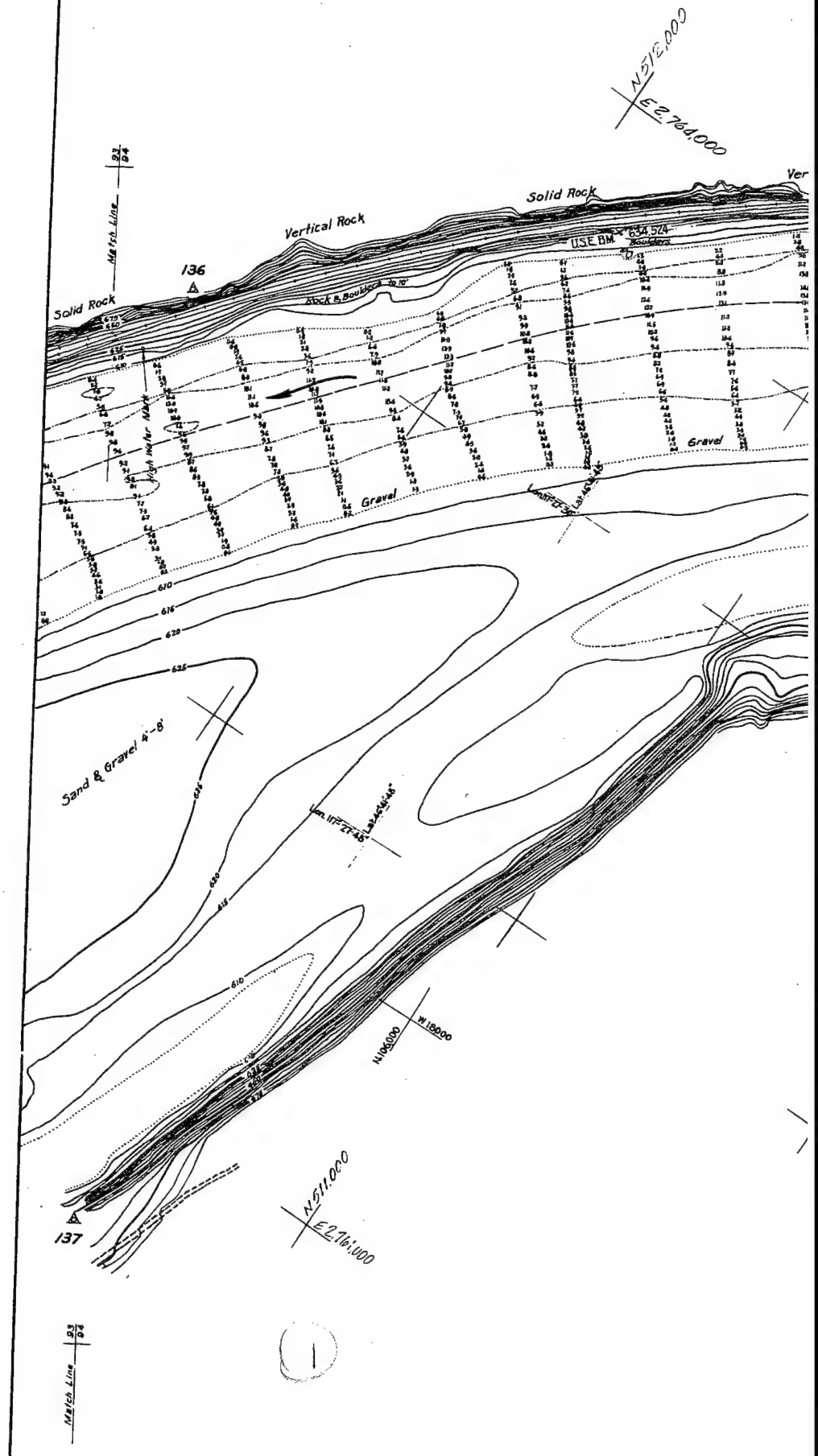
Transmitted with report dated June 10, 1935

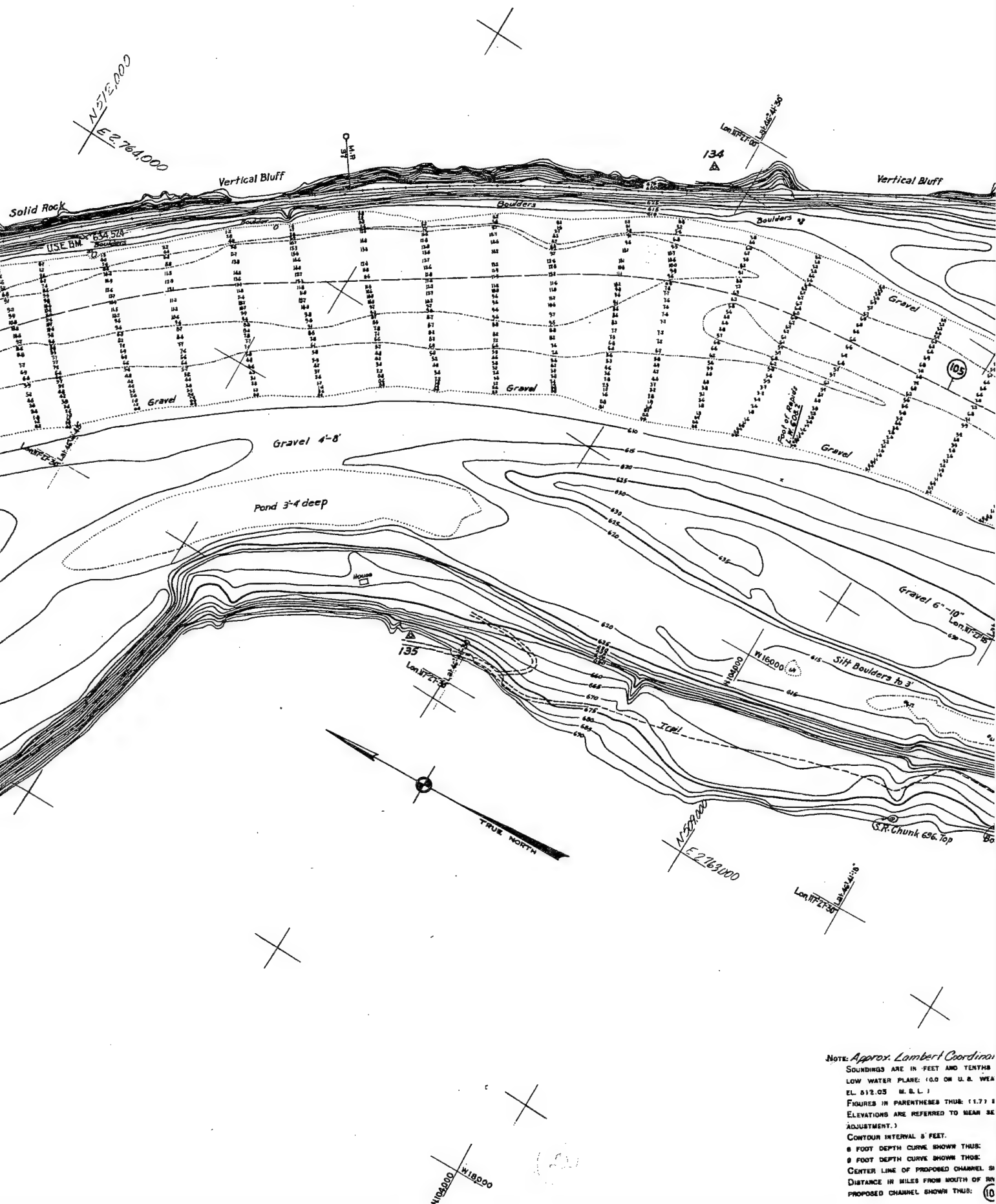
SN-1-12/92

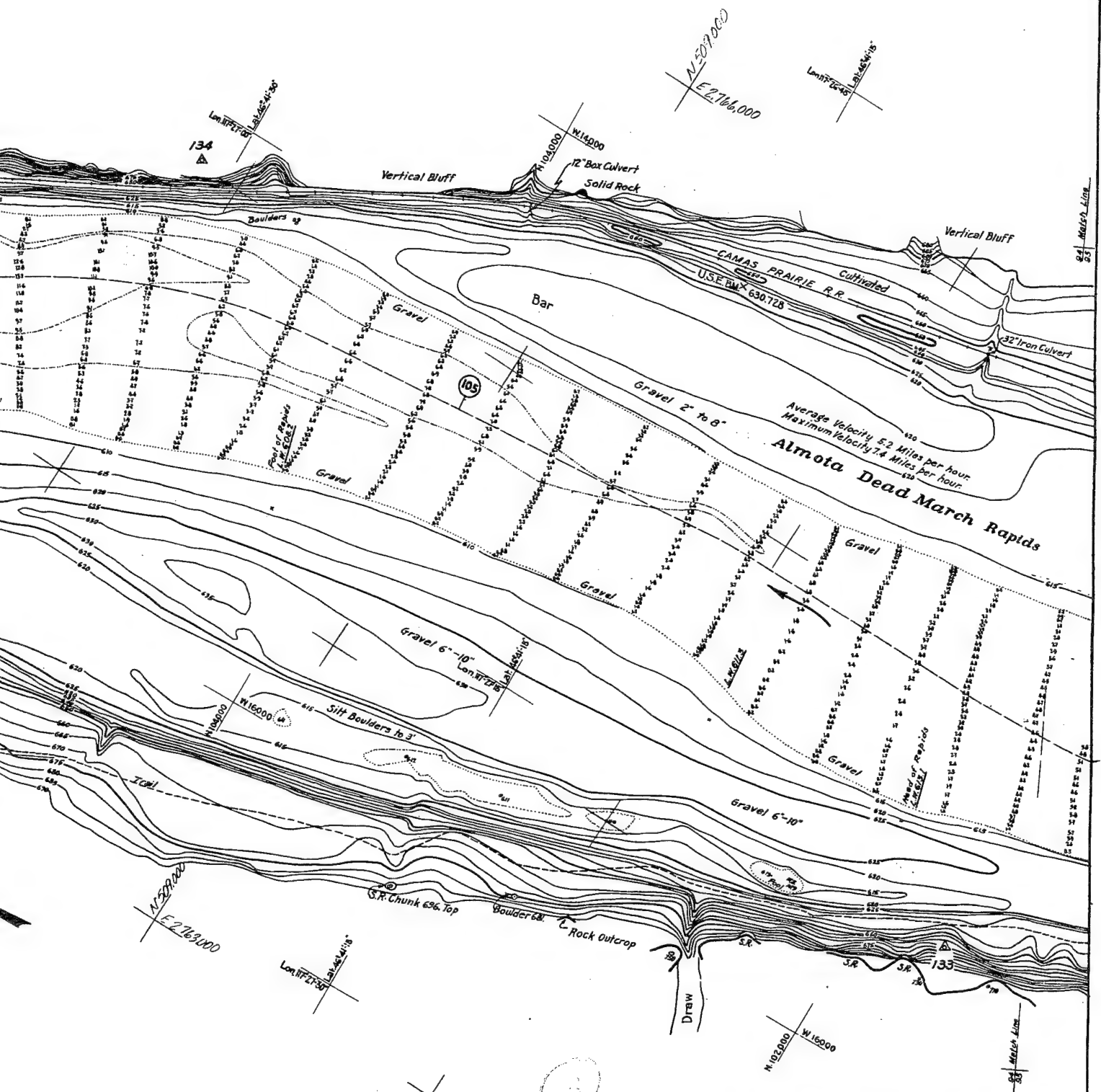




WAR DEPARTMENT







NOTE: Approx. Lambert Coordinates added Oct. 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIFARIA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

8 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (105)

SN-1-4/95
H-9-2/94

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 94

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Associate Engineer

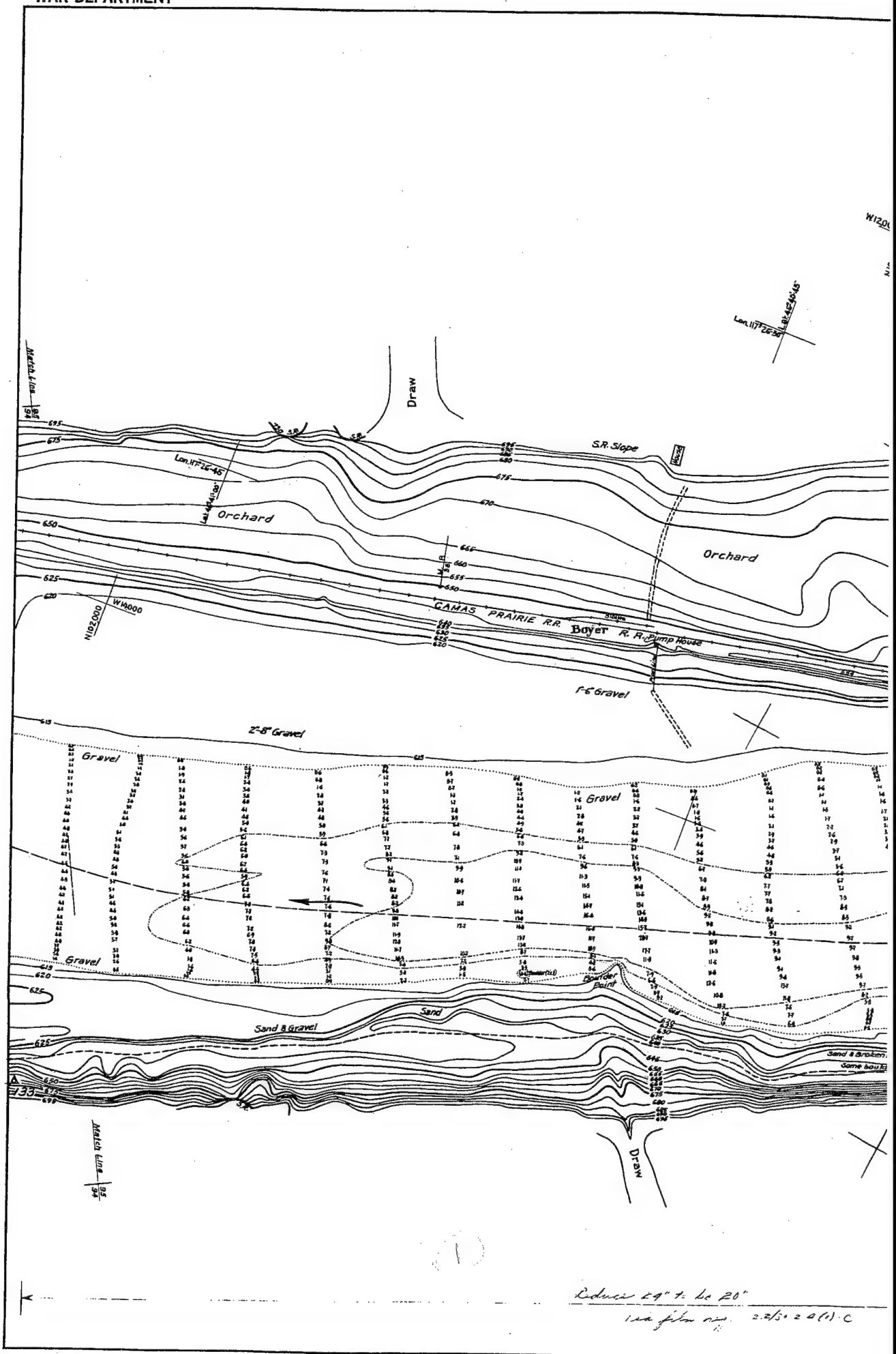
Approved:

W. H. Williams
Major, Corps of Engineers

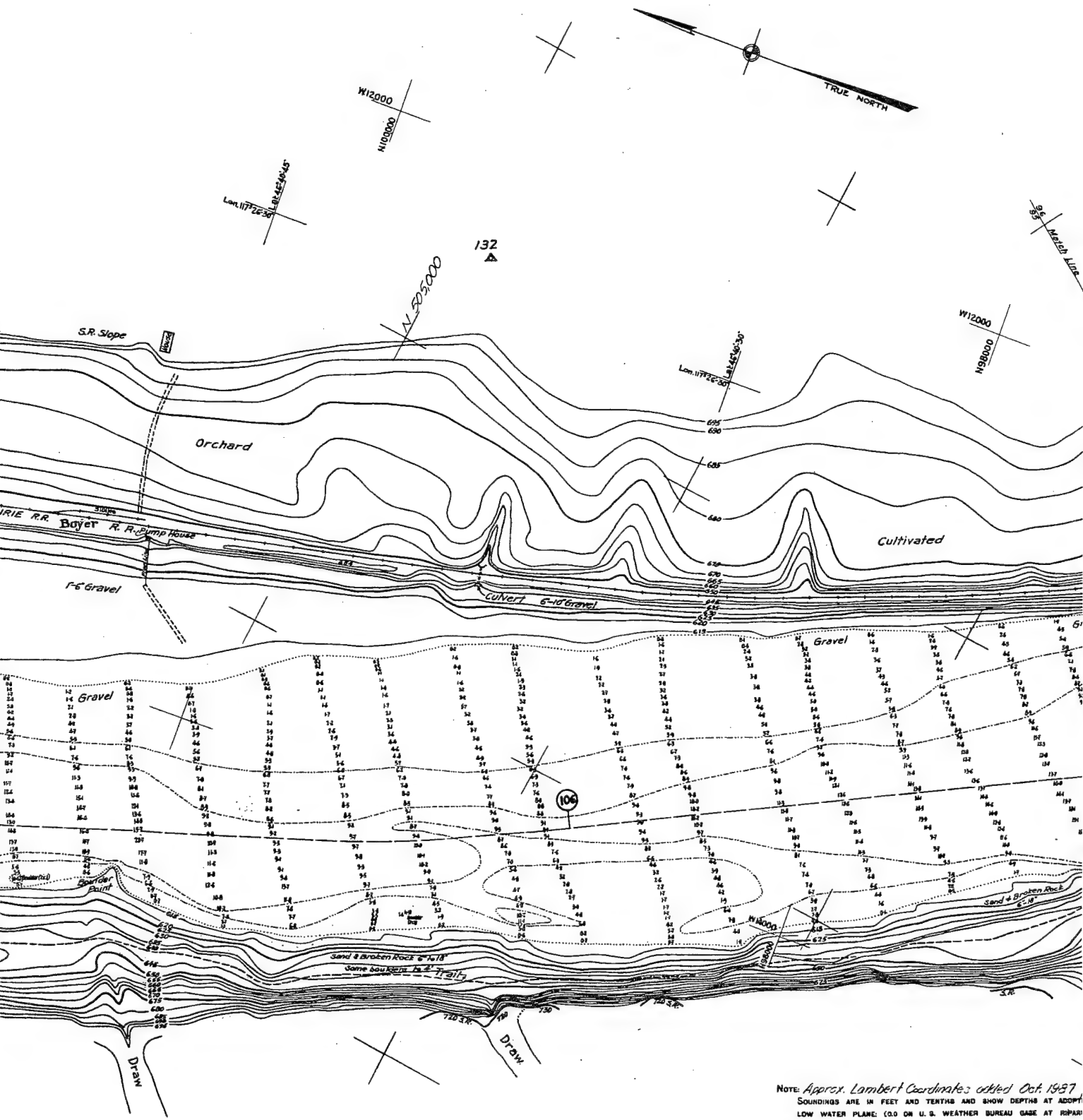
Drawn by E.W.F. R.E.Y.

Transmitted with report dated June 10, 1935

SN-1-12/94



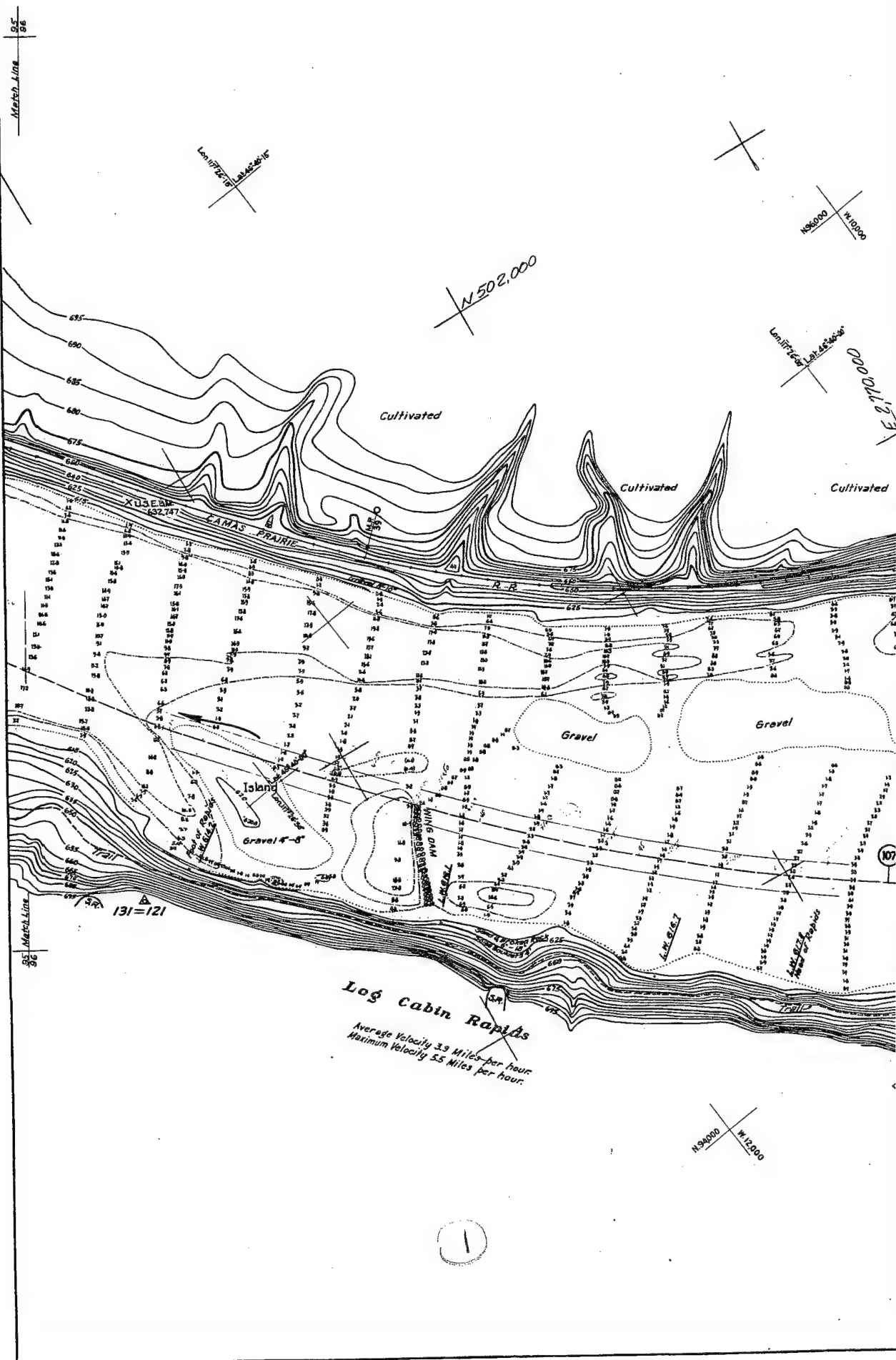
Reduced 29' 1' to 20'
1:24,000 scale 2:25,000 2:20,000 C



NOTE: Approx. Lambert Coordinates added Oct. 1997
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOP.
 LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT ROPAR
 SL 612.00 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM IS
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 0 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE
 PROPOSED CHANNEL SHOWN THUS: (106)

Reduce 29" x 40" to 20"
 1 in. film neg. 2.2/3.2 0(1) C

SN-1-12795





NOTE: Approx. Lambert Coordinates dotted Oct 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 517.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1988 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

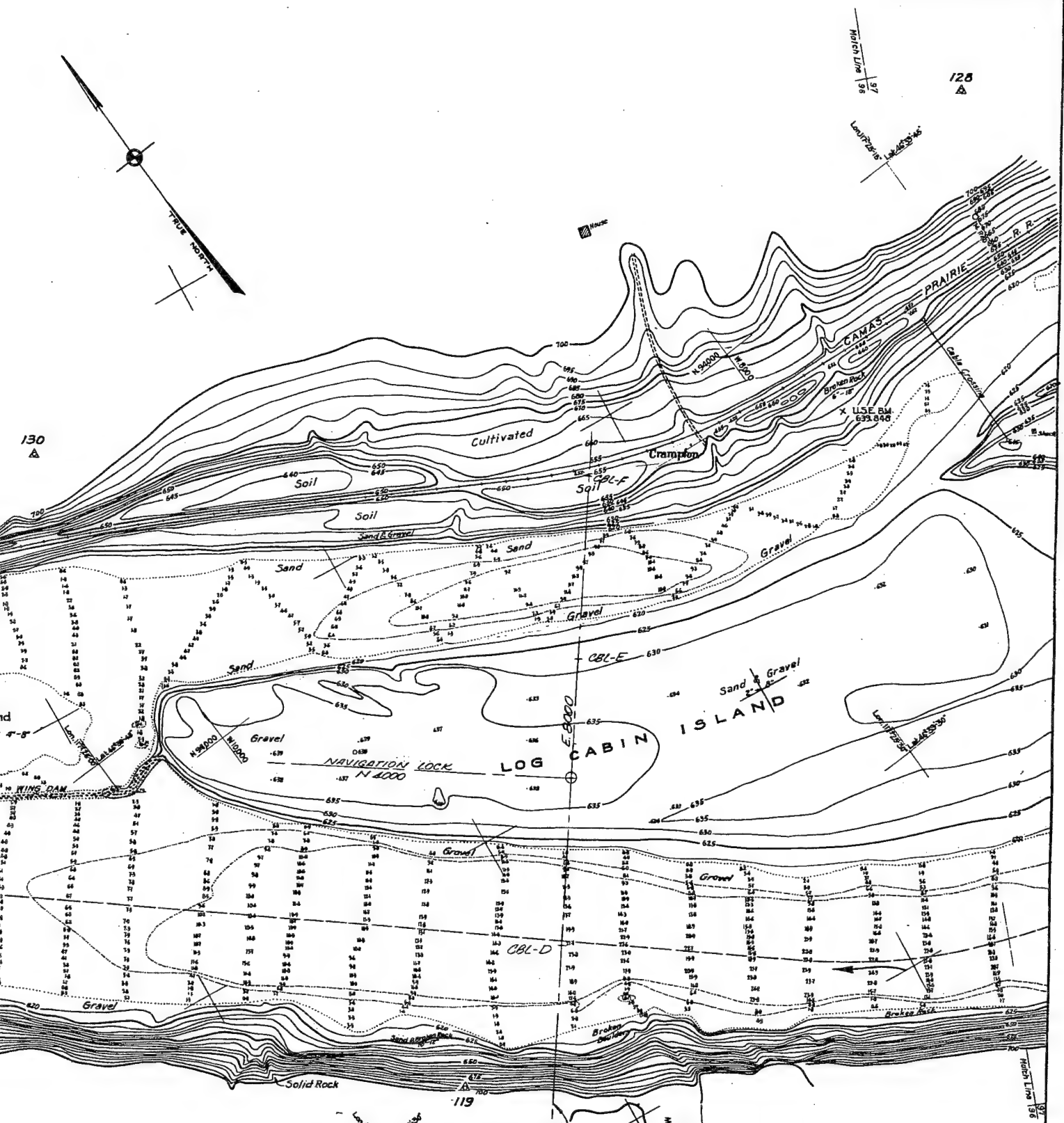
9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: (107)

SN-1-4/97
H-9-2/96



Note: Approx. Lambert Coordinates added Oct 1987
 Soundings are in feet and tenths and show depths at adopted
 LOW WATER PLANE: 100 on U.S. WEATHER BUREAU GAGE at RIPARIA,
 EL. 512.05 M. S. L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929
 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (107)

SN-1-4/97
 H-9-2/96

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 96

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

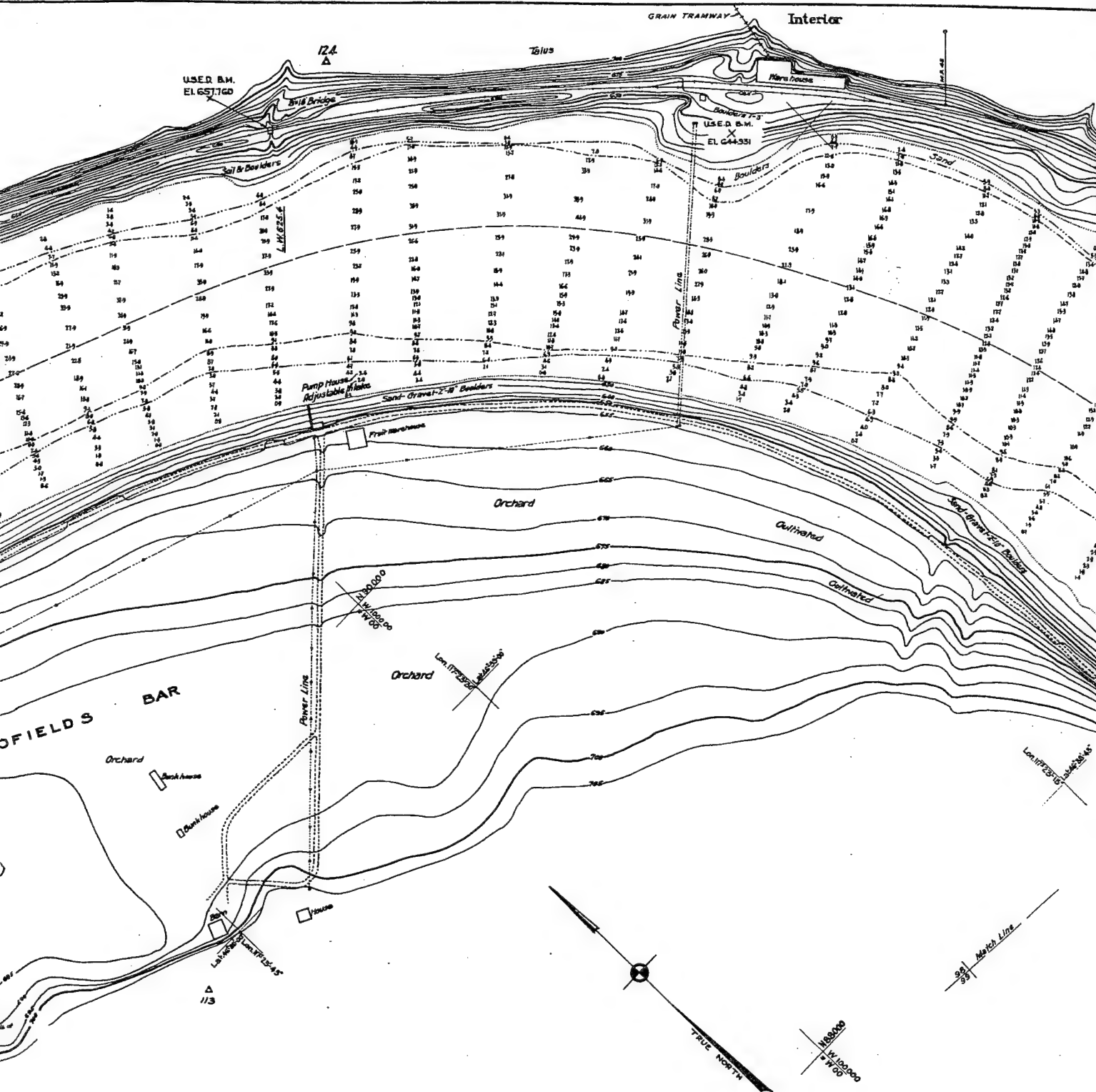
John W. Williams
 Major, Corps of Engineers

Drawn by E.W. R.G.V.

Transmitted with report dated June 10, 1935.

SN-1-12/96





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE (EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE L. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.B.S. ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

8-FOOT-DEPTH CURVE SHOWN THUS: -----

9-FOOT-DEPTH CURVE SHOWN THUS: -----

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENT PROPOSED CHANNEL SHOWN THUS: (110)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPAHA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (13.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5-FOOT-DEPTH CURVE SHOWN THUS: _____

5-FOOT-DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (110)

SN-1-4/99
H-9-2/98

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 98

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Barr
Associate Engineer

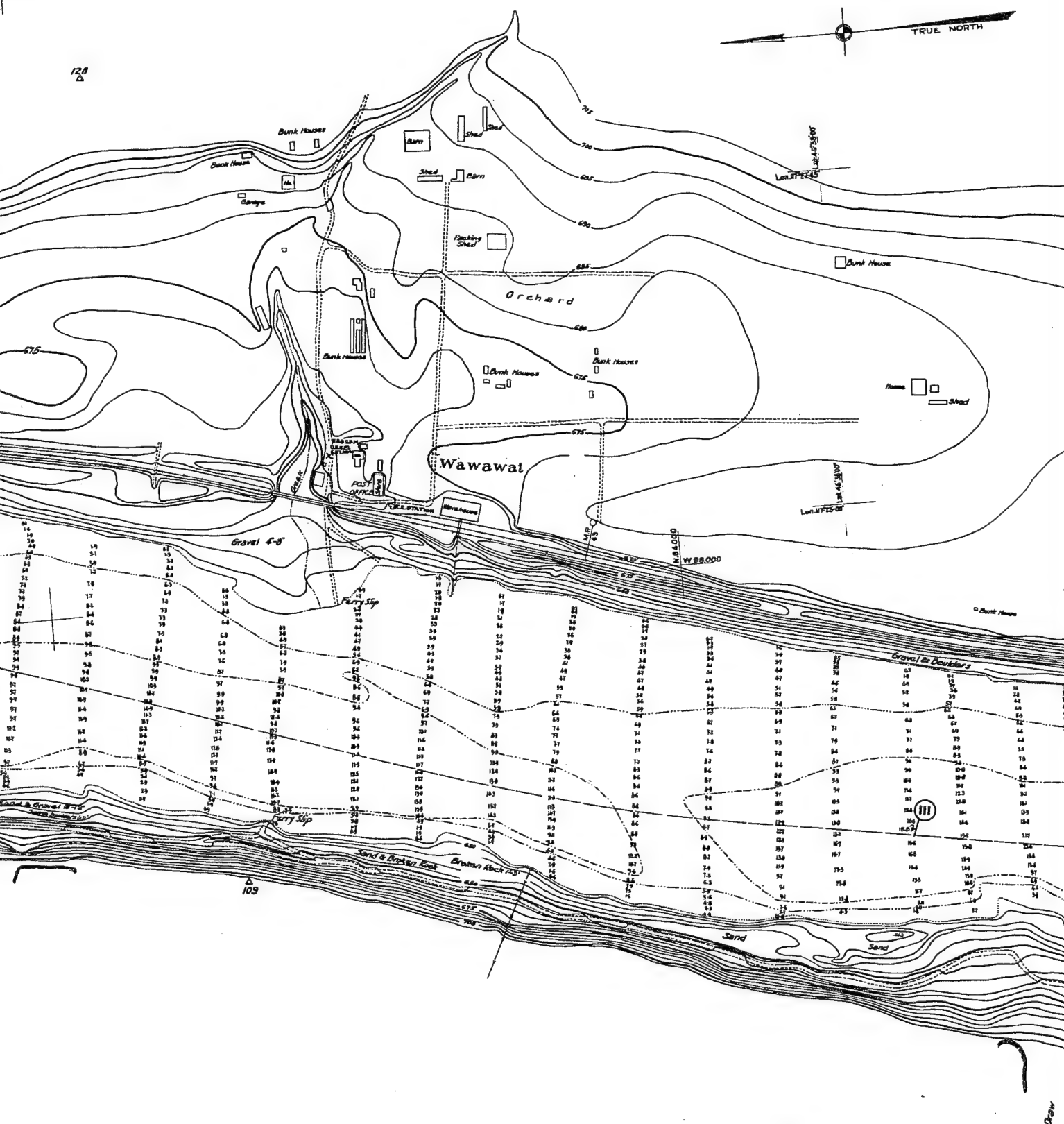
Chadwick
Major, Corps of Engineers

Drawn by G.E.I. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/98





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADO LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUP EL. 512.06 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW W ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM ADJUSTMENT.)

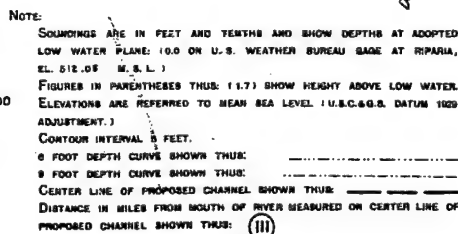
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ---

5 FOOT DEPTH CURVE SHOWN THUS: ---

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LIP PROPOSED CHANNEL SHOWN THUS: (III)



IN 154 SHEETS SCALE 1:2,000 SHEET NO. 99.

1934.

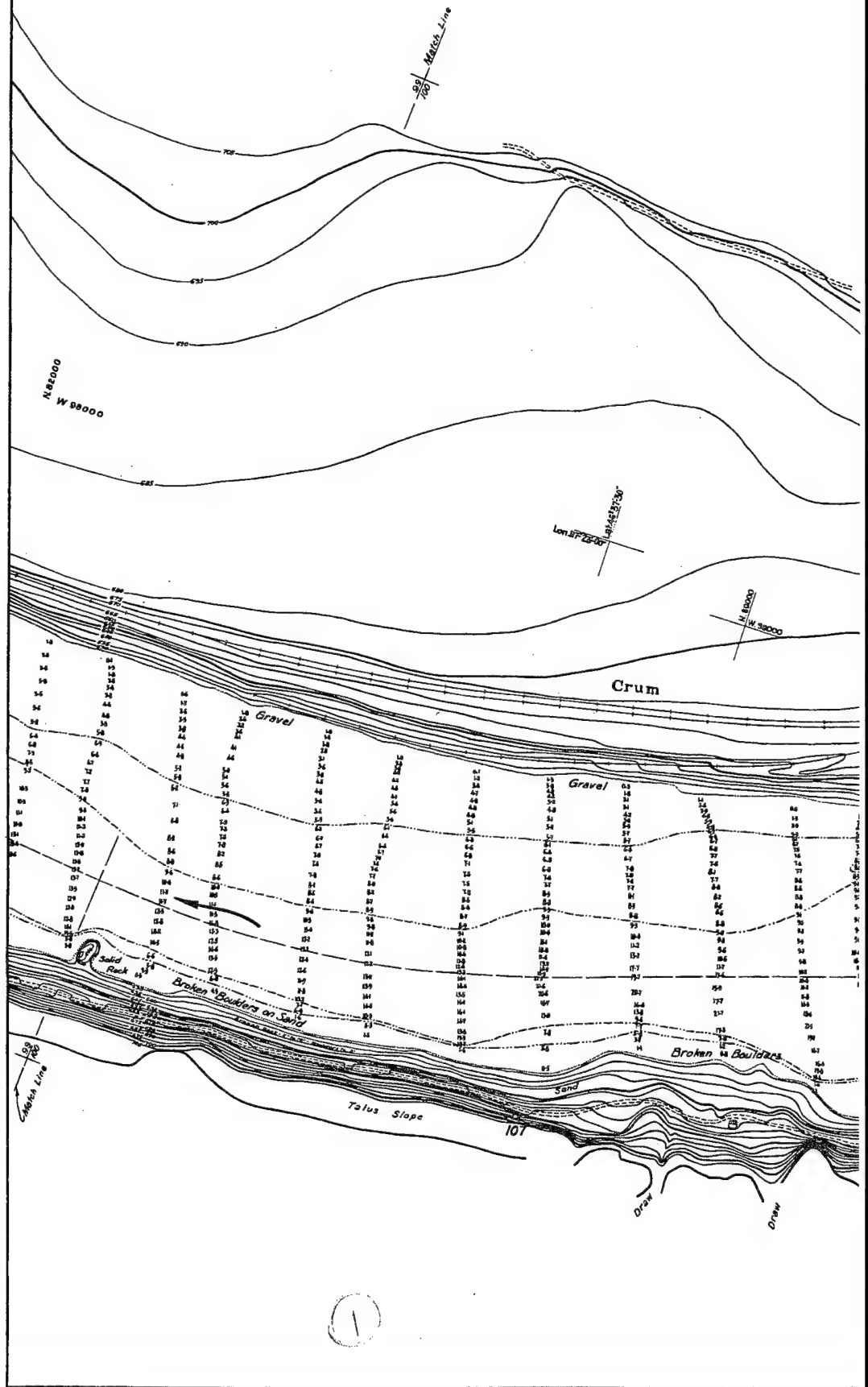
Approved: _____

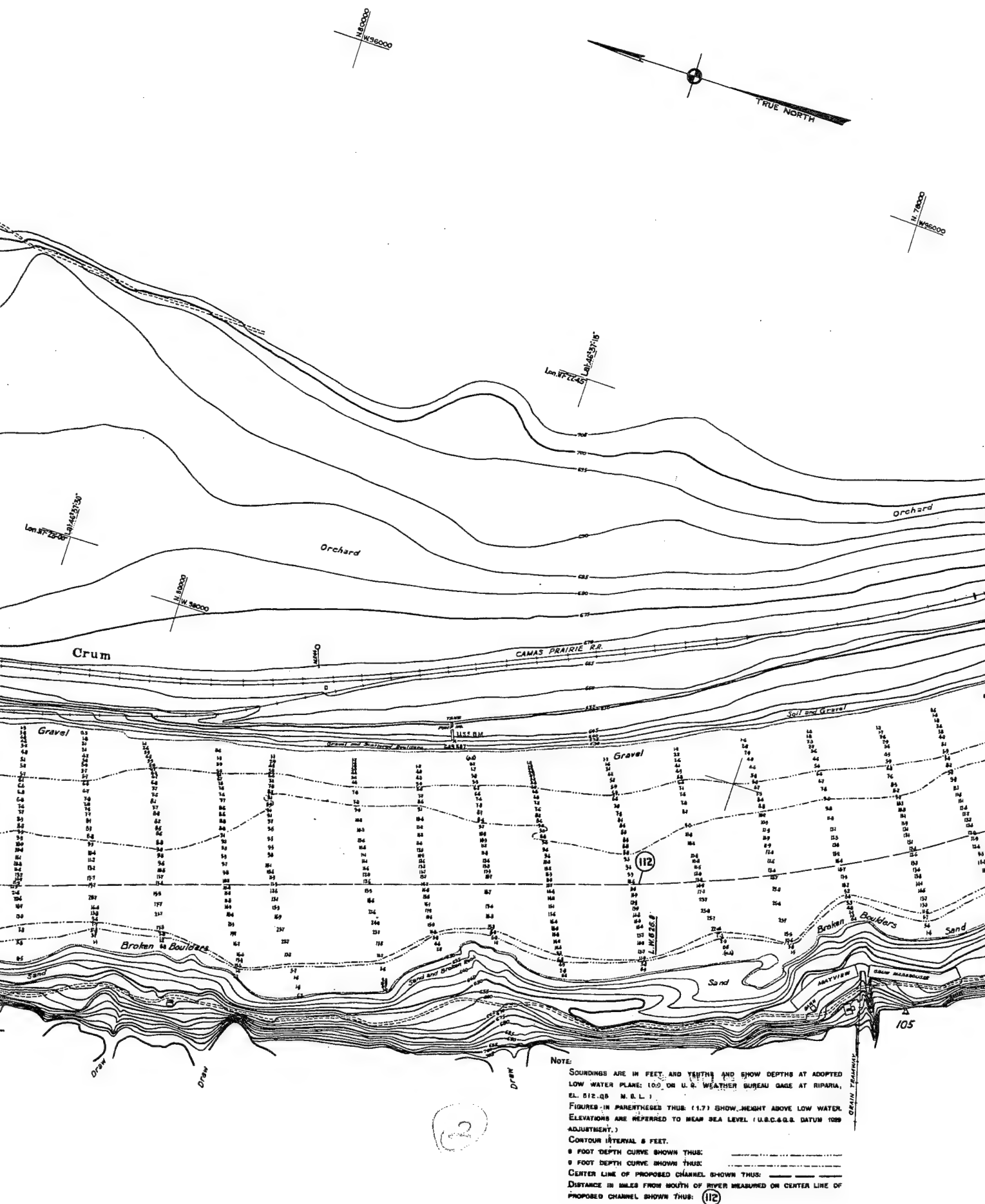
St. Williams
Major, Corps of Engineers

Transmitted with report dated June 10, 1935.

SN-1-12/99

118
△



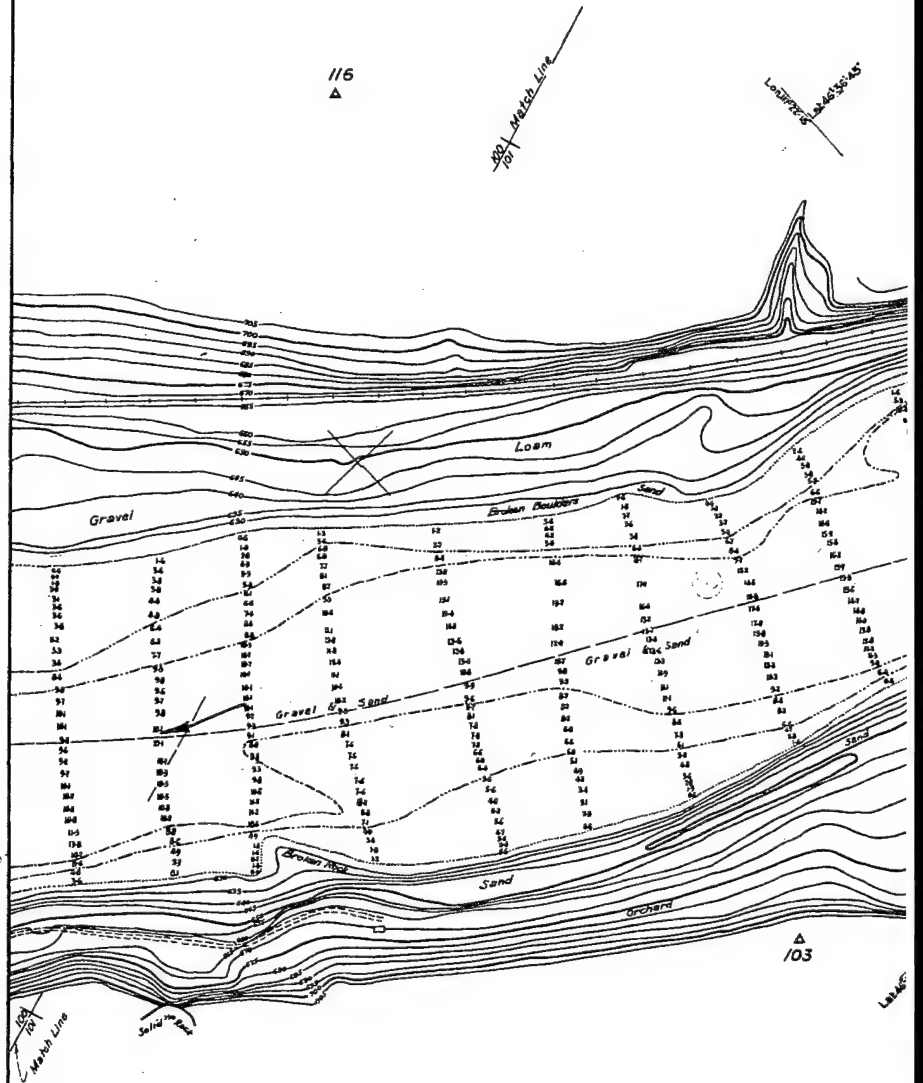




PROPOSED CHANNEL BROADEN THUR: 112

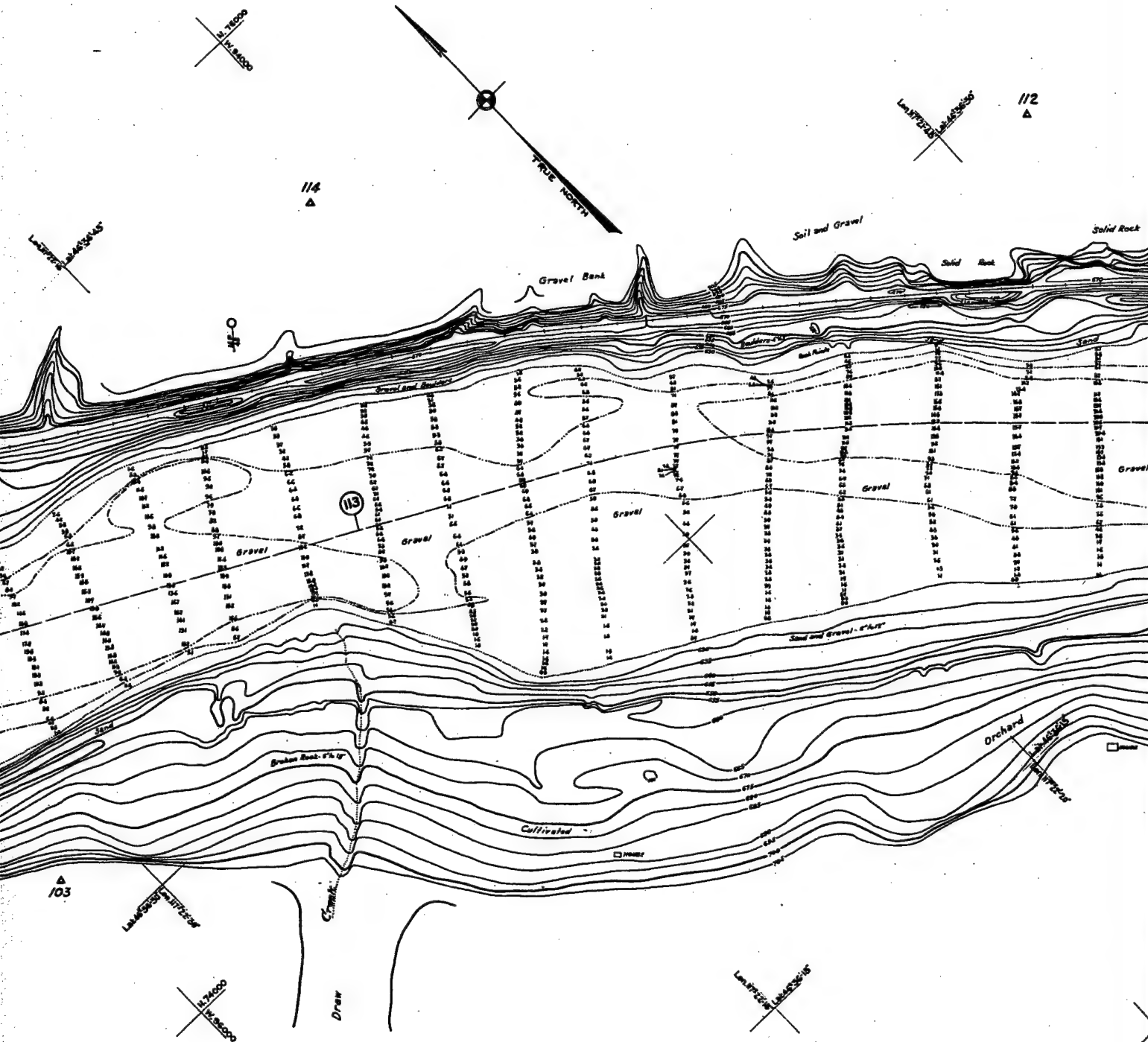
Transmitted with report dated June 10, 1935.

SN-1-127100



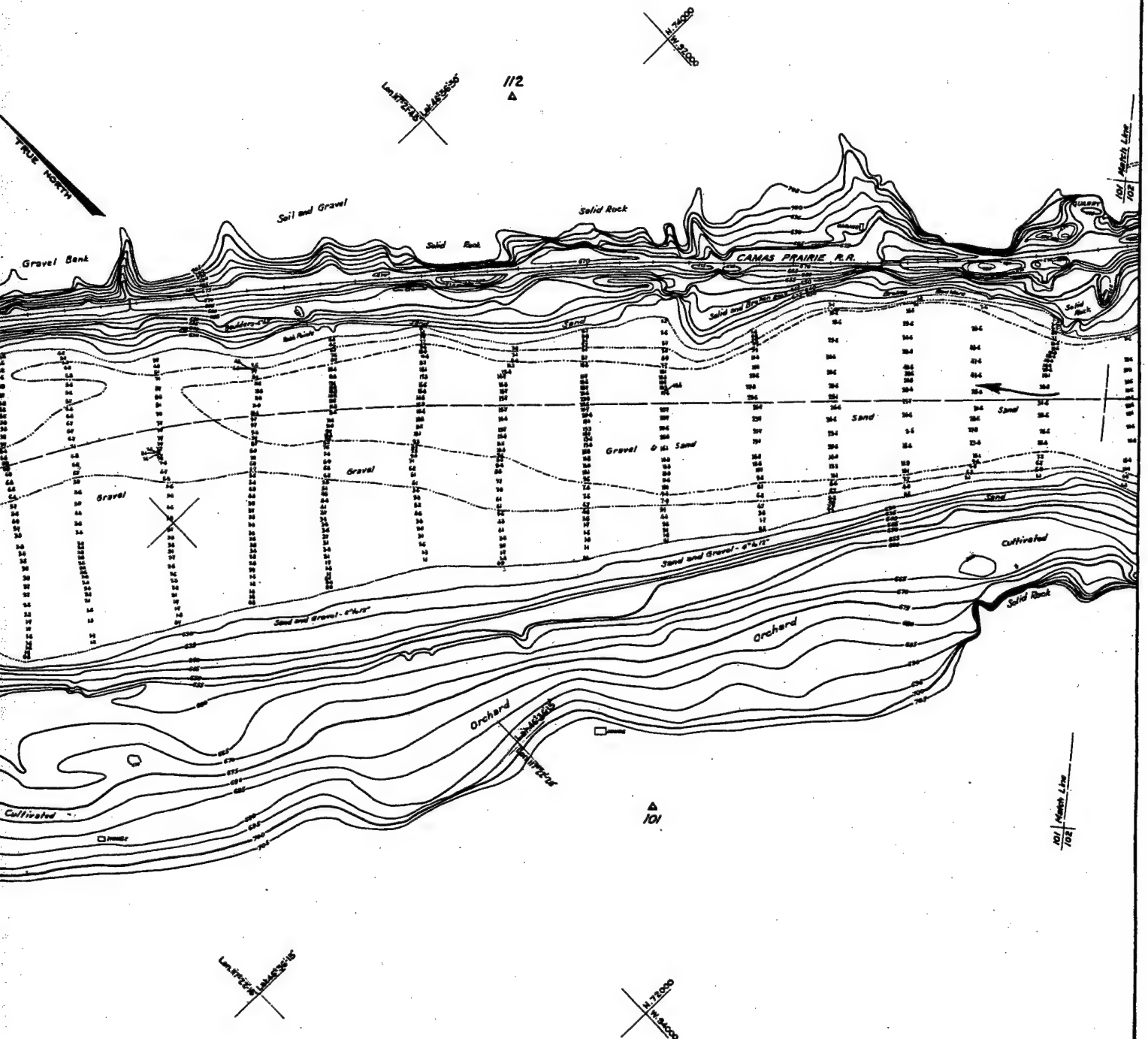
12" to 6"

1



12" to be 10"

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT AD
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RE
 EL. 212.00 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW W
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.A.S. DATUM
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI
 PROPOSED CHANNEL SHOWN THUS: (113)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 313.65 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (13)

(3)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 101

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

W. Williams
 Major, Corps of Engineers

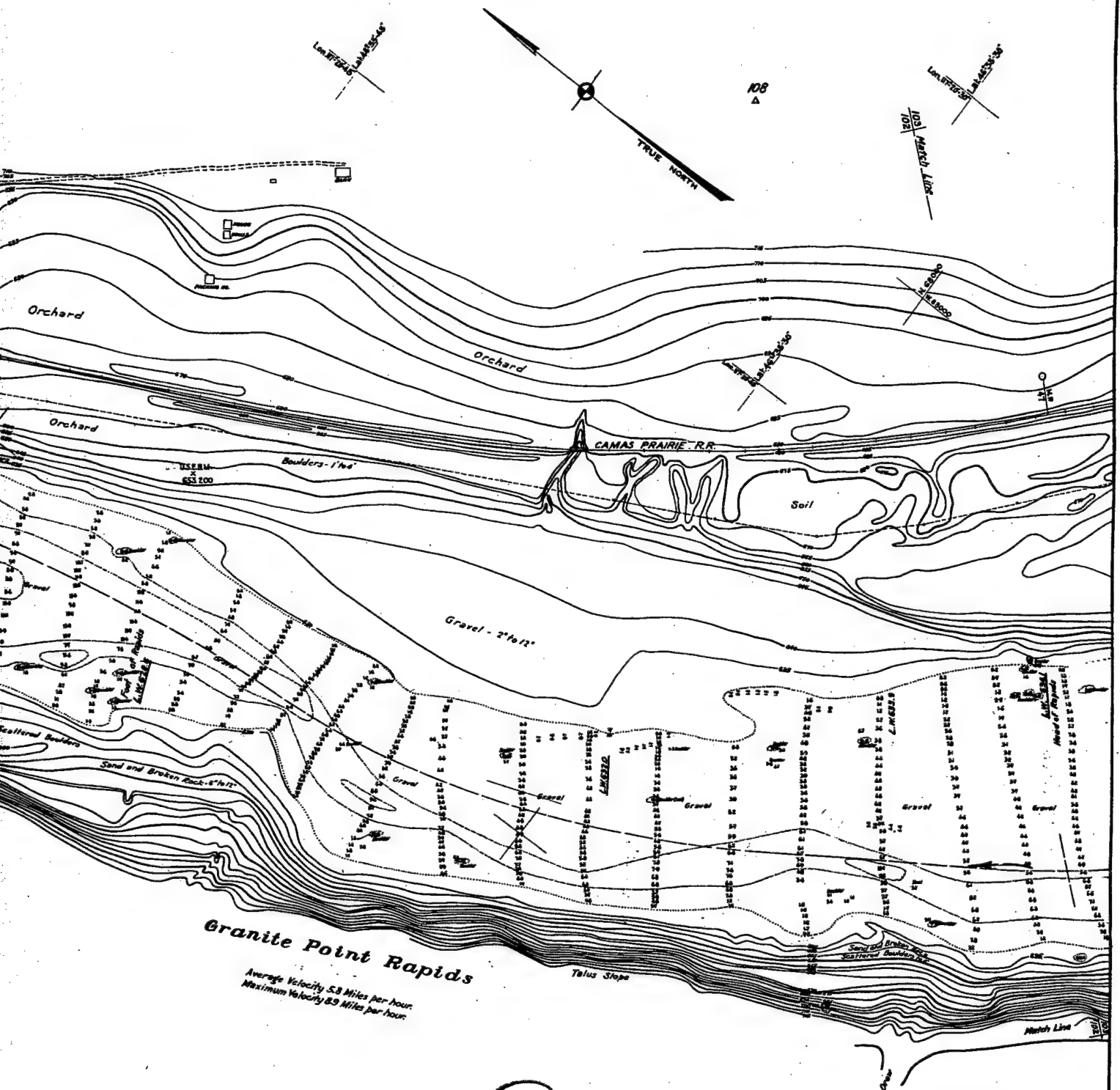
Drawn by J.M.B. R.E.V.

Transmitted with report dated June 10, 1935.

SN-1-4/102
 H-9-2/101

SN-1-12/101

2/30 2, 4 (1) - d.



Granite Point Rapids

Average Velocity 5.3 Miles per hour.
Maximum Velocity 8.9 Miles per hour.

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPA, EL. 312.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1988 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

(114)

SN-1-4/103
H-9-2/102

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 102

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Assistant Engineer

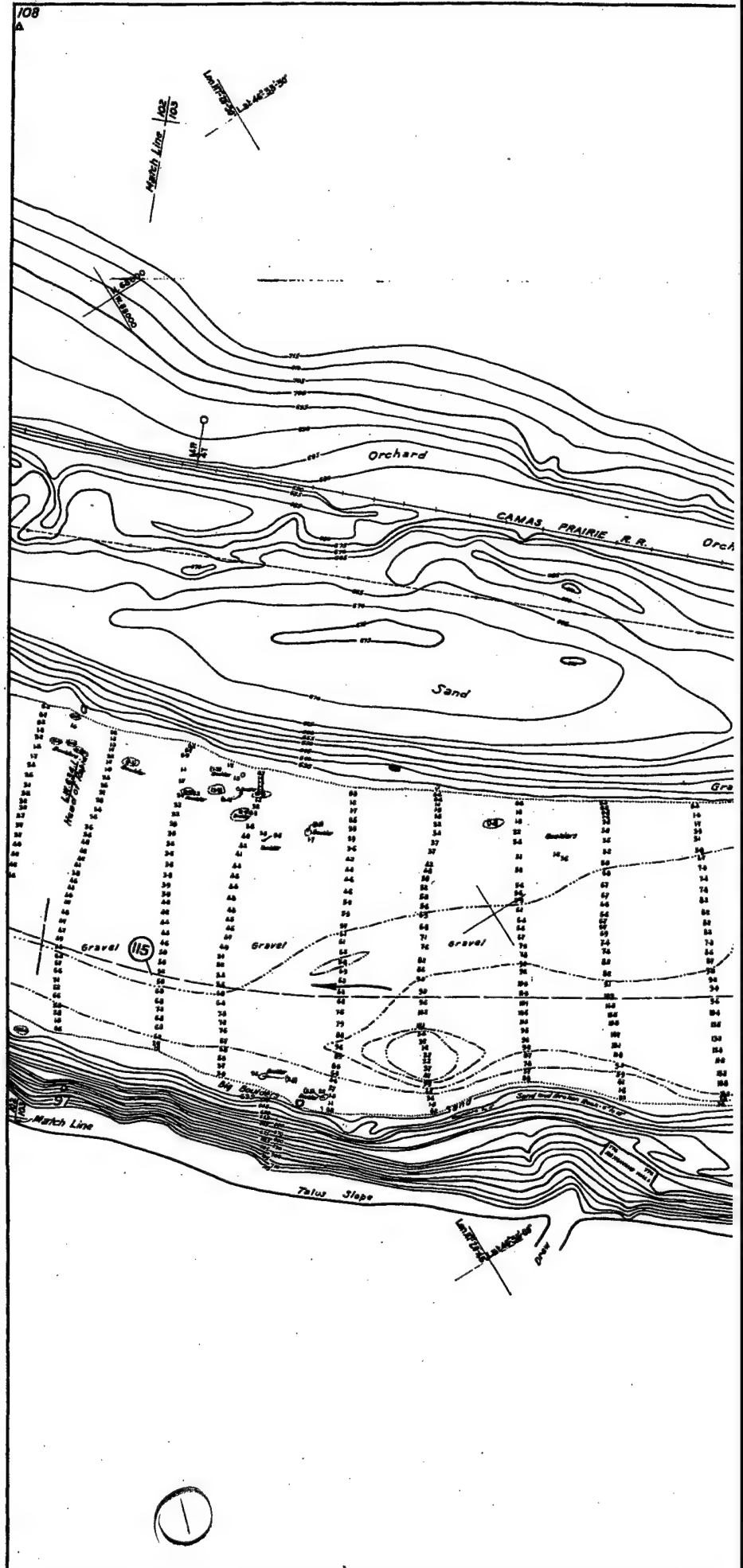
Approved:

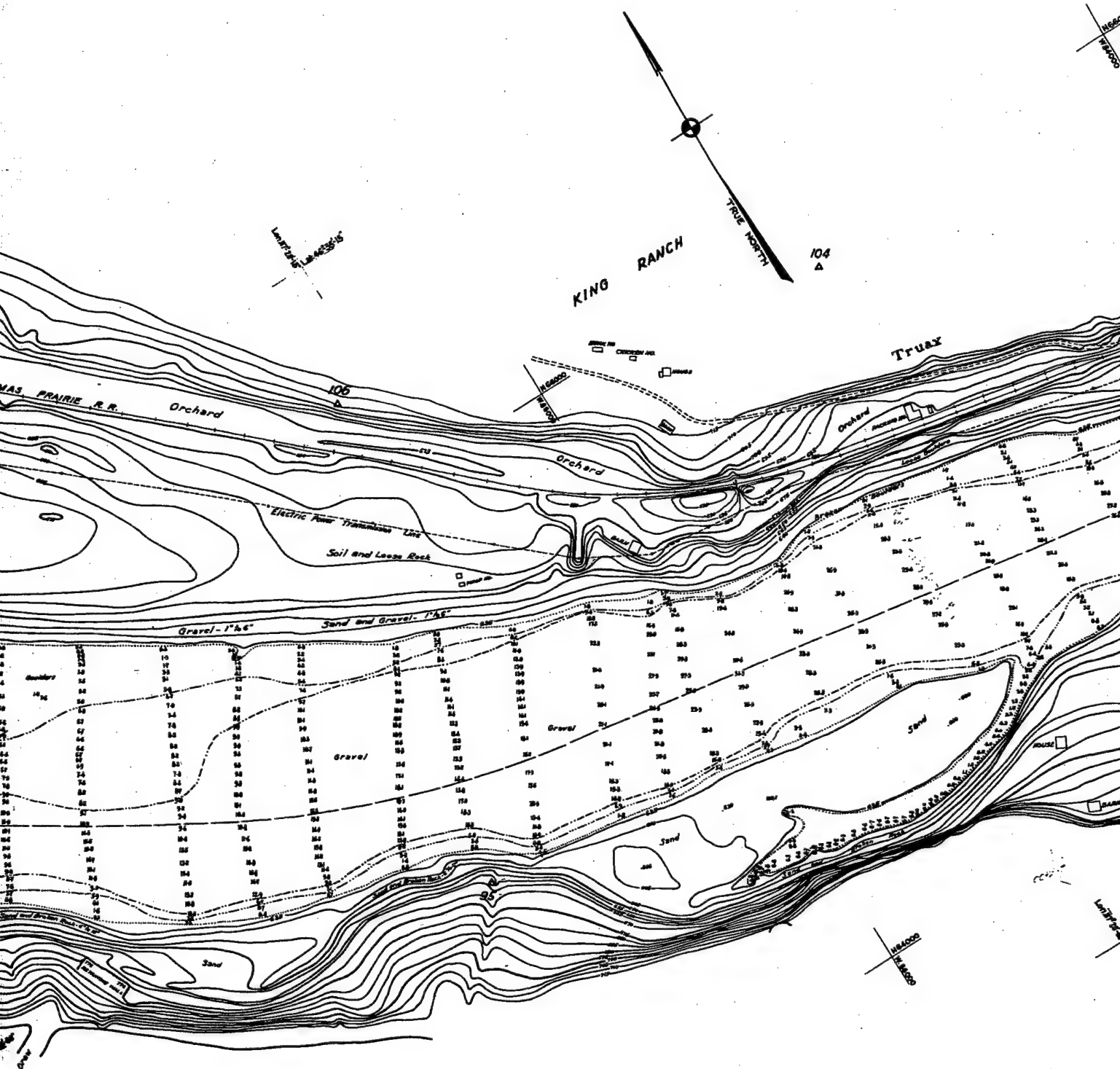
W. H. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.S.V.

Transmitted with report dated June 10, 1935.

SN-1-42/102





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DE
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU
 EL. 512.00 M.S.L.)
 FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT A
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED O
 PROPOSED CHANNEL SHOWN THUS: ————

(2)



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT JAPANNA,
 EL. 512.95 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (115)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 103

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

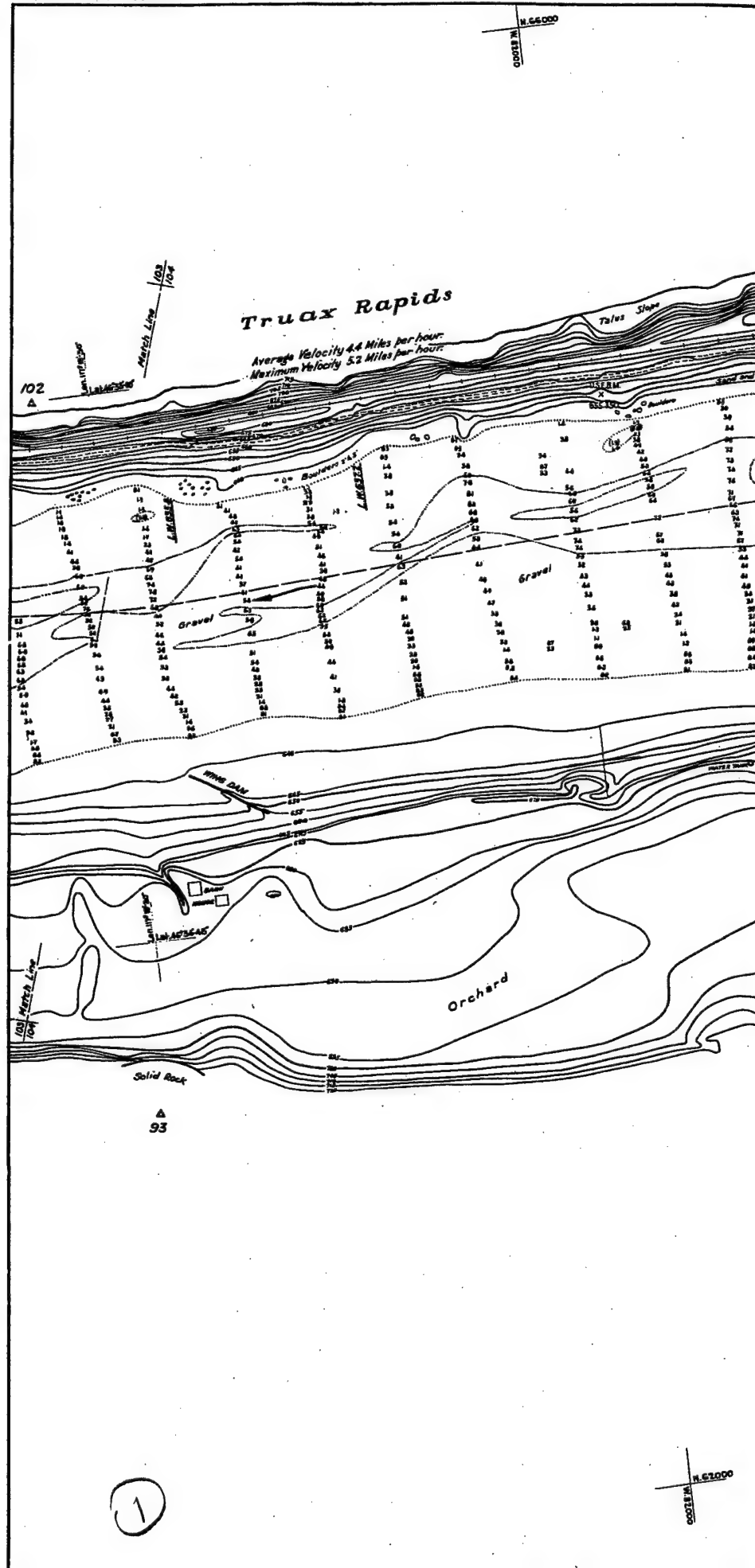
Stan. O. O'Connell
 Major, Corps of Engineers

Drawn by J.M.B. R.E.Y.

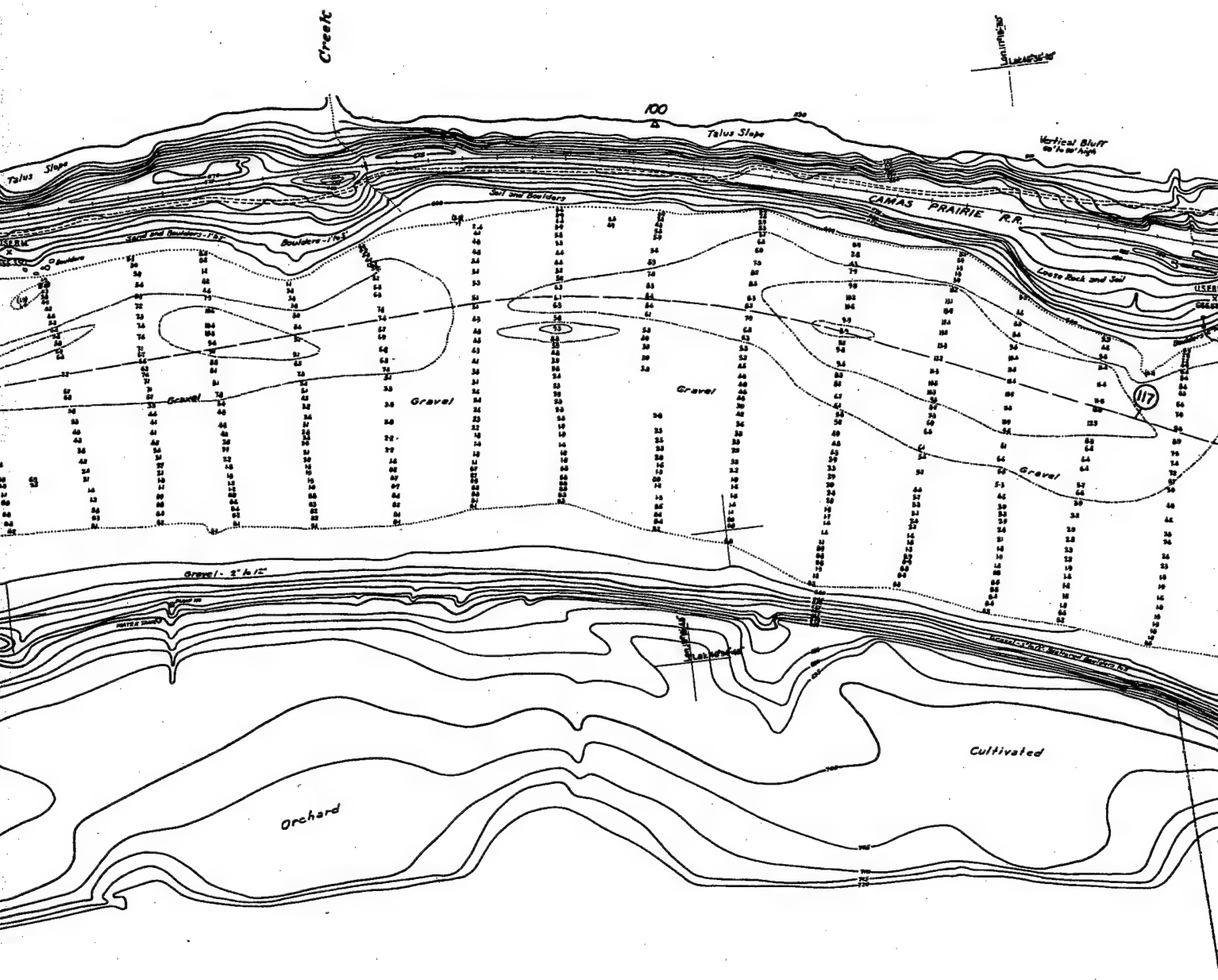
Transmitted with report dated June 10, 1935.

SN-1-4/104
 H-9-2/103

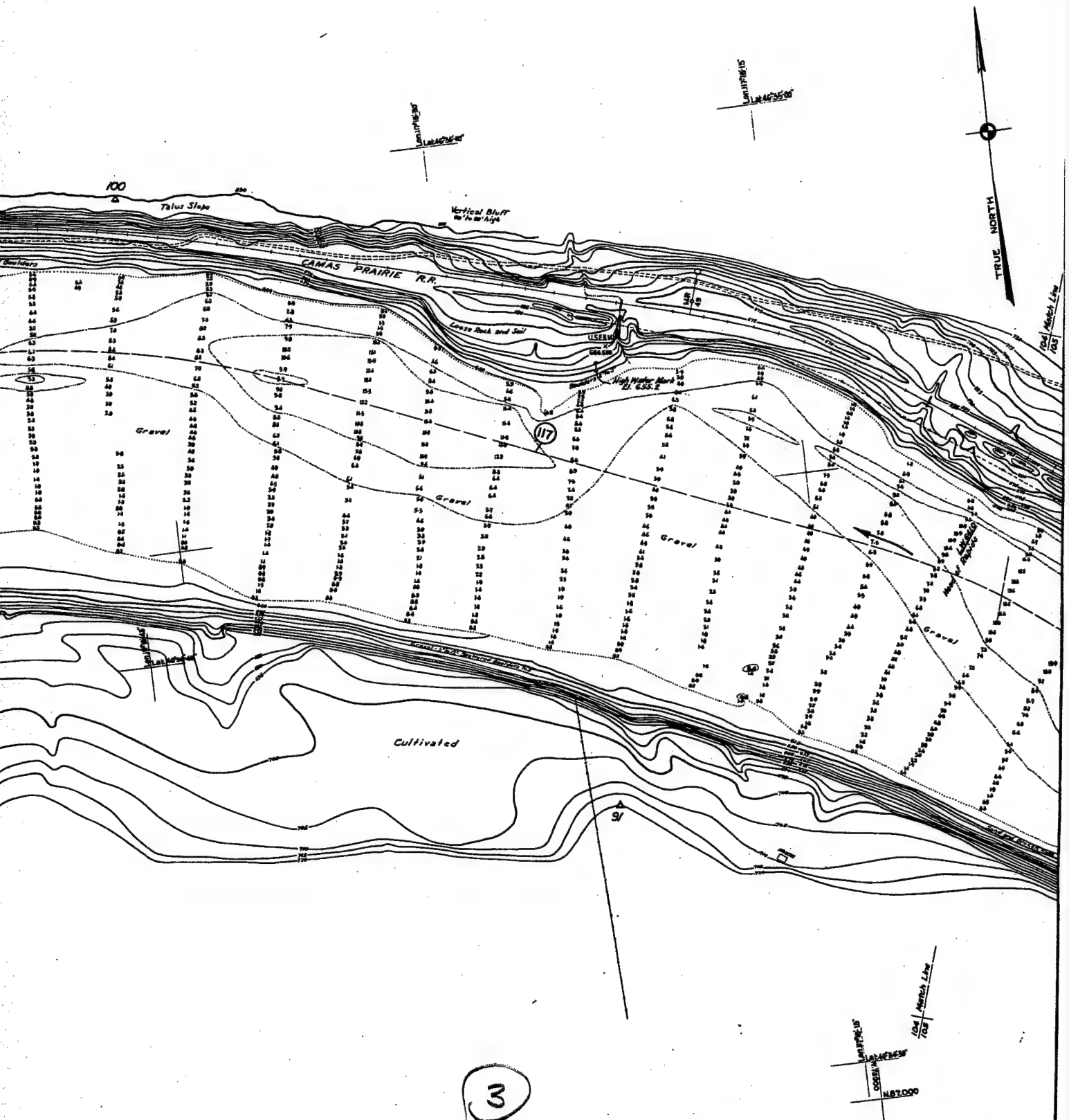
SN-1-12/103



1



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT INMAN
 EL. 812.05 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM IS
 ADJUSTED.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (117)



1:52,000

NOTE

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.3 ON U. S. WEATHER BUREAU GAGE AT RICHMOND, EL. 512.95 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL 3 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (17)

SN-1-4/105
H-9-2/104

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 104

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

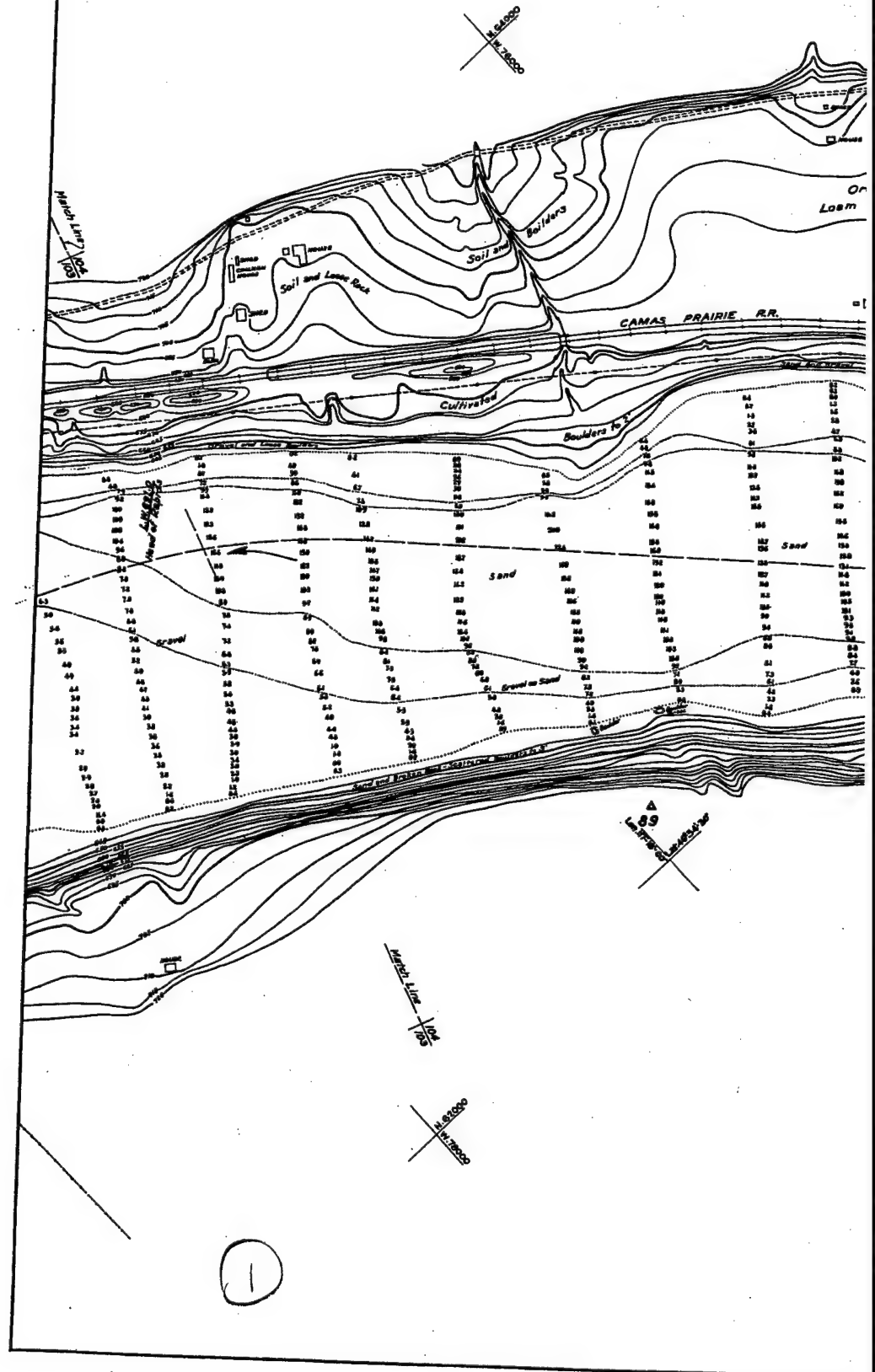
W. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

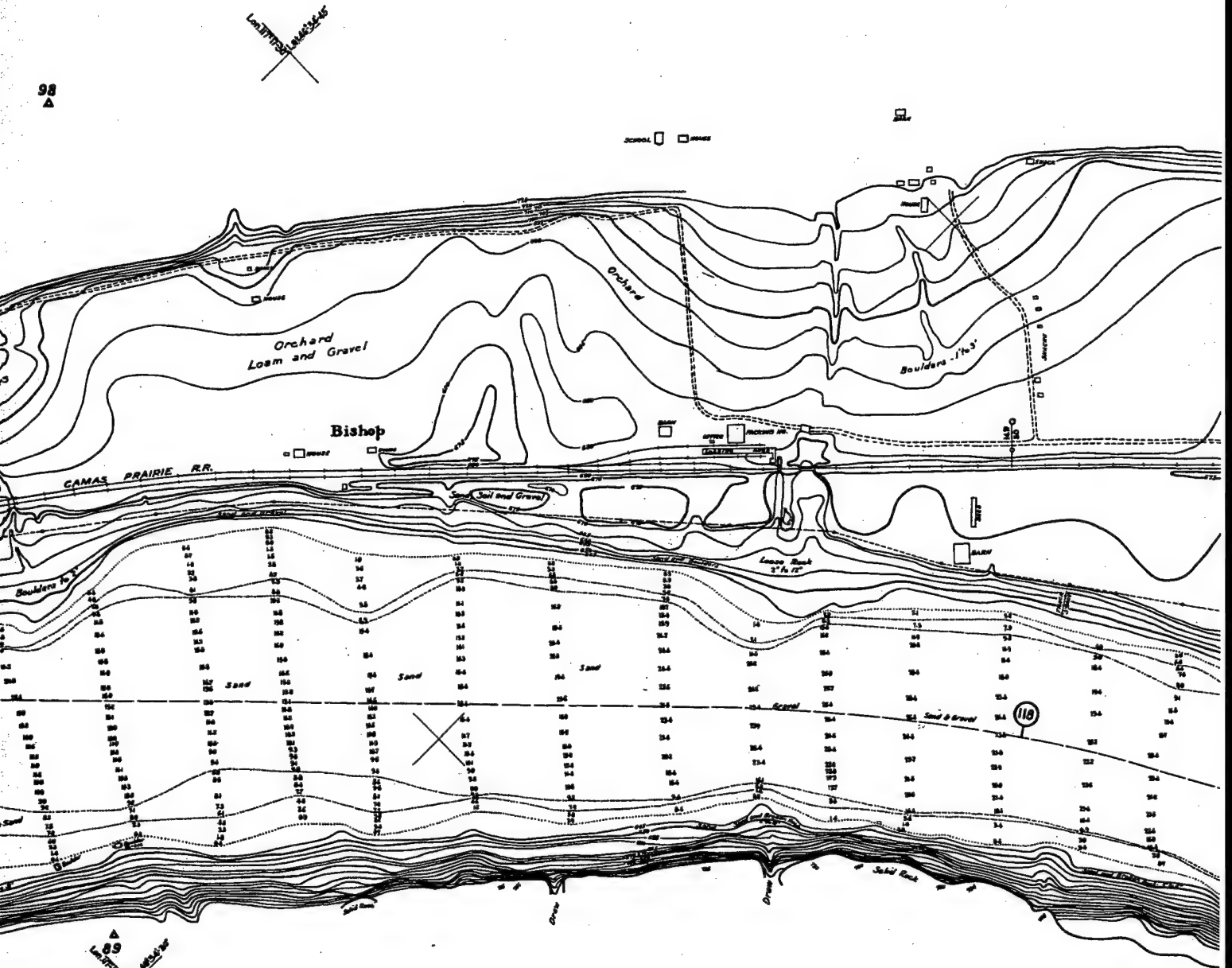
Transmitted with report dated June 10, 1935.

SN-1-12/104

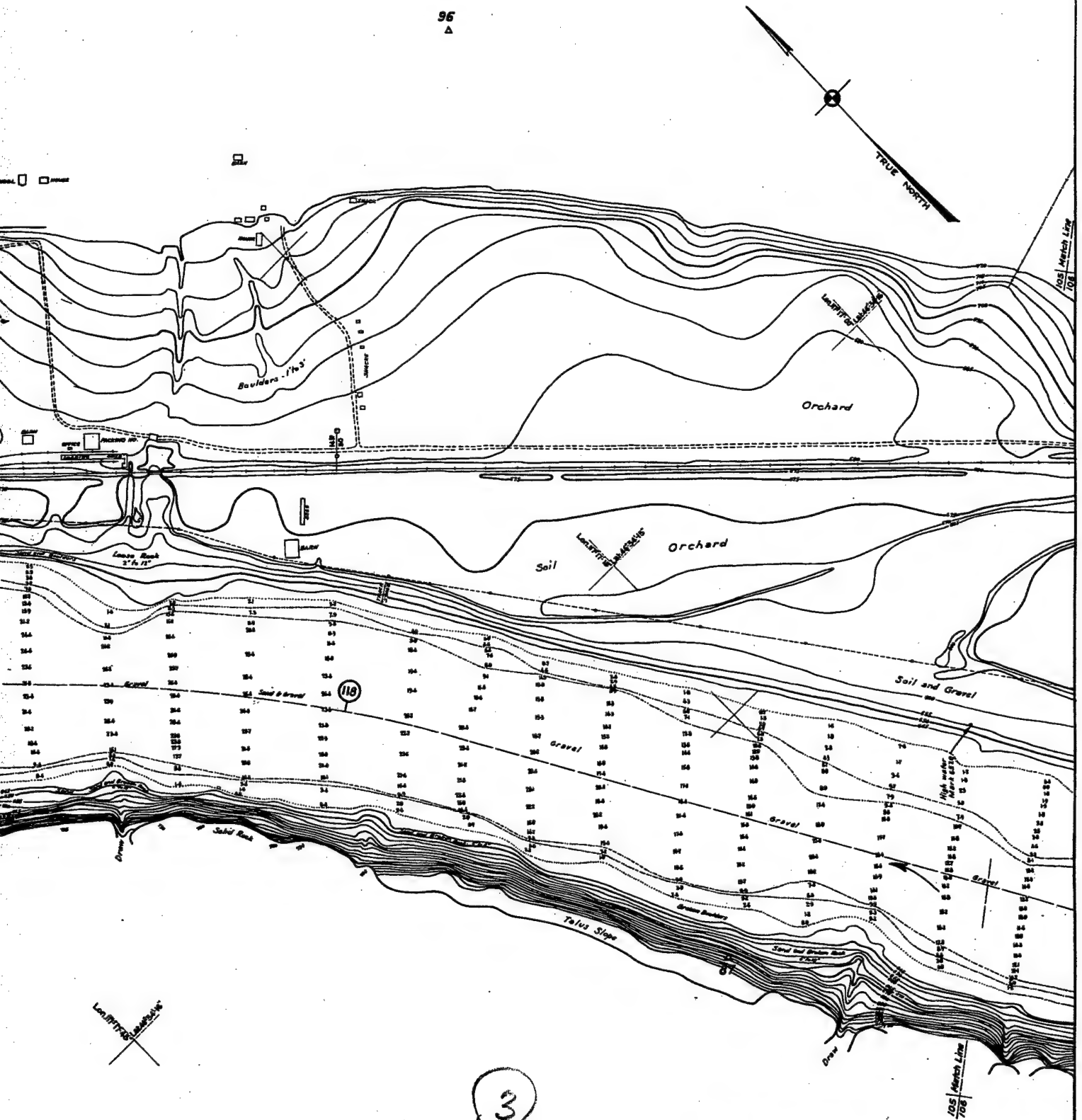
~~N. 64000~~
~~N. 76000~~



①



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND
LOW WATER PLANE: 10.0 ON U. S. WEATHER
EL. 517.85 M. S. L. 1
FIGURES IN PARENTHESES THUS (1.7) SHOW
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
ADJUSTMENT.)
CONTOUR INTERVAL: 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS ---
5 FOOT DEPTH CURVE SHOWN THUS ---
CENTER LINE OF PROPOSED CHANNEL SHOWN ---
DISTANCE IN MILES FROM MOUTH OF RIVER, IF
PROPOSED CHANNEL SHOWN THUS: (118)

96
△

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT SPANIA, EL. 512.05 M. S. L. 1
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS:
5 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
DISTANCE IN YARDS FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (118)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 105

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Wm. L. Darr
Associate Engineer

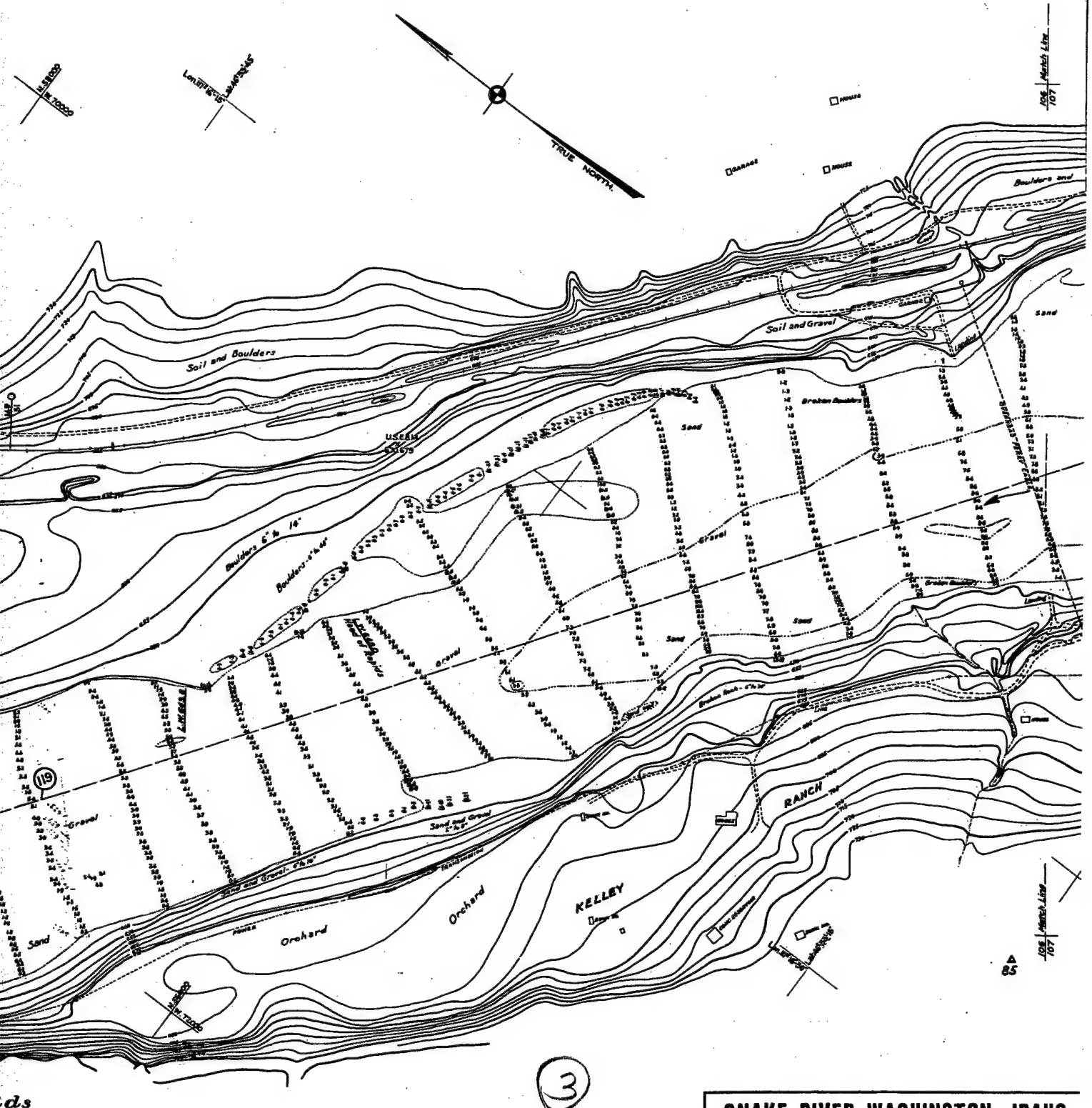
W. L. Williams
Major, Corps of Engineers

Drawn by J.M.S. R.G.V.

Transmitted with report dated June 10, 1935

SN-1-4/106
H-9-2/105

SN-1-12/105



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RINAPA,
 EL. 512.88 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1983
 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: _____

(119)

 SN-1-4/107
 H-9-2/106

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 106

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Davis
 Associate Engineer

W. Williams
 Major, Corps of Engineers

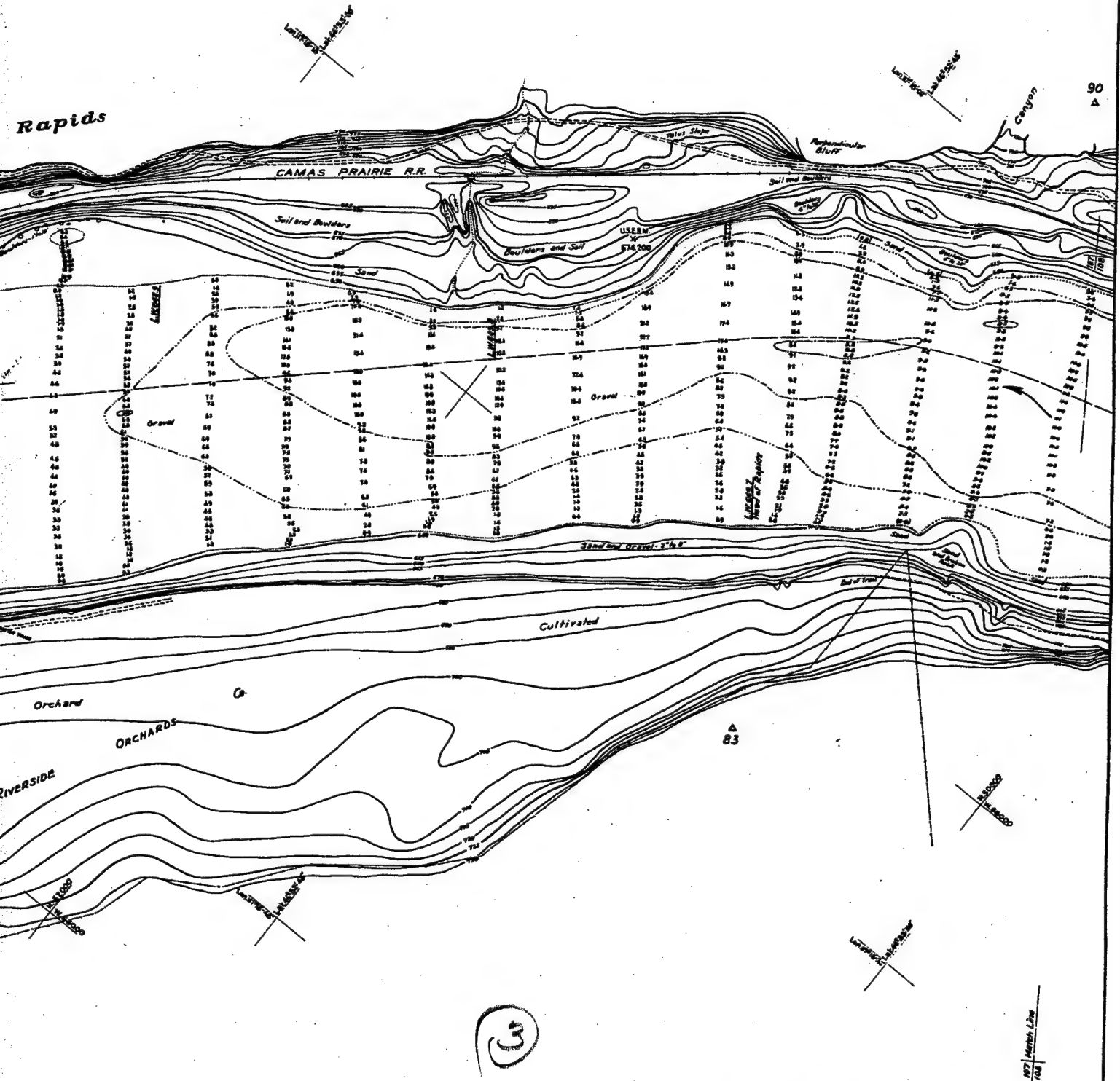
Drawn by J.M.B. R.E.Y.

Transmitted with report dated June 10, 1935

SN-1-12/106



85



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPA, EL. 611.05 M.S.L.)

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.A.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (20)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 107

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

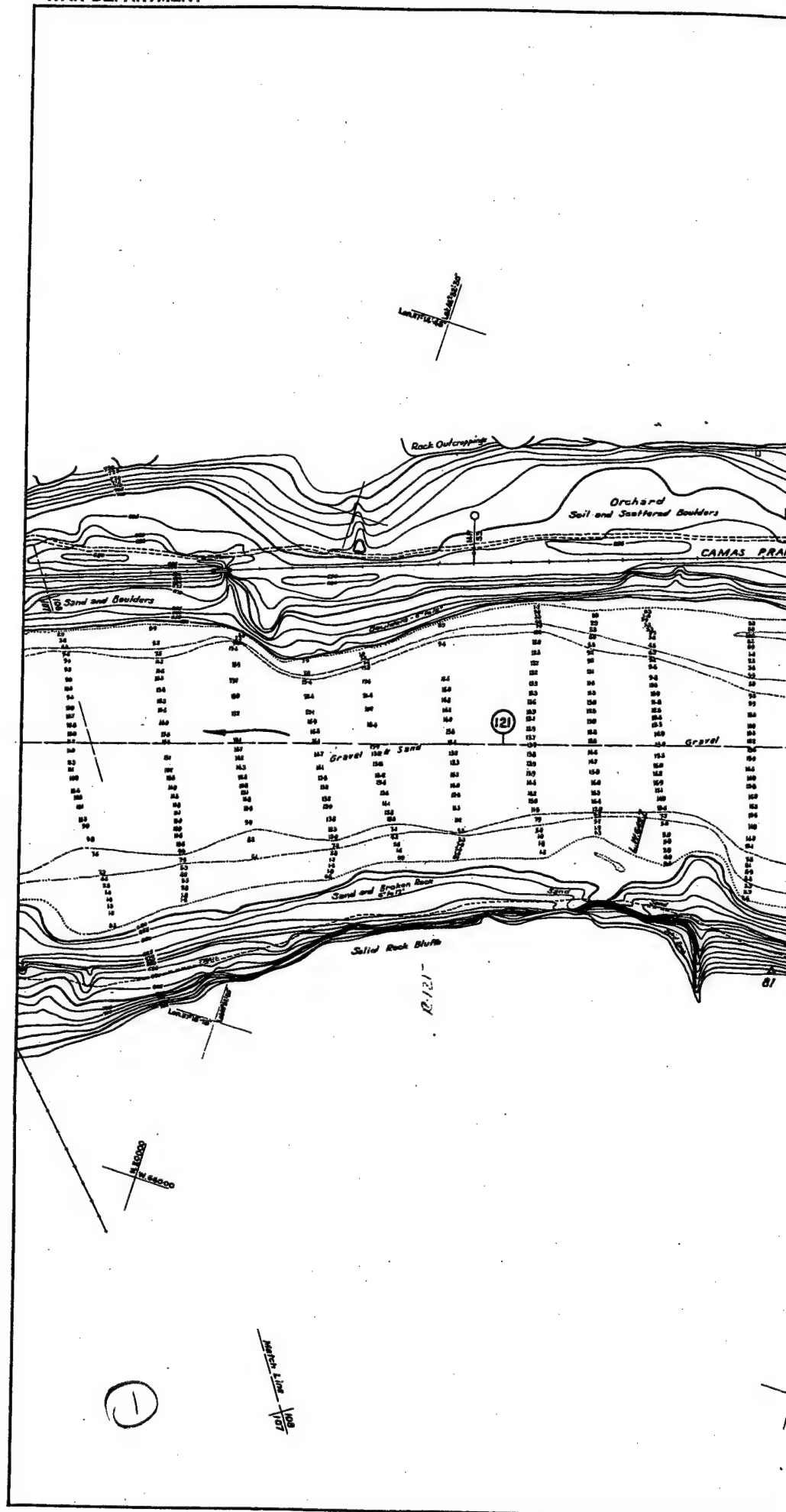
W. H. Evans
Major, Corps of Engineers

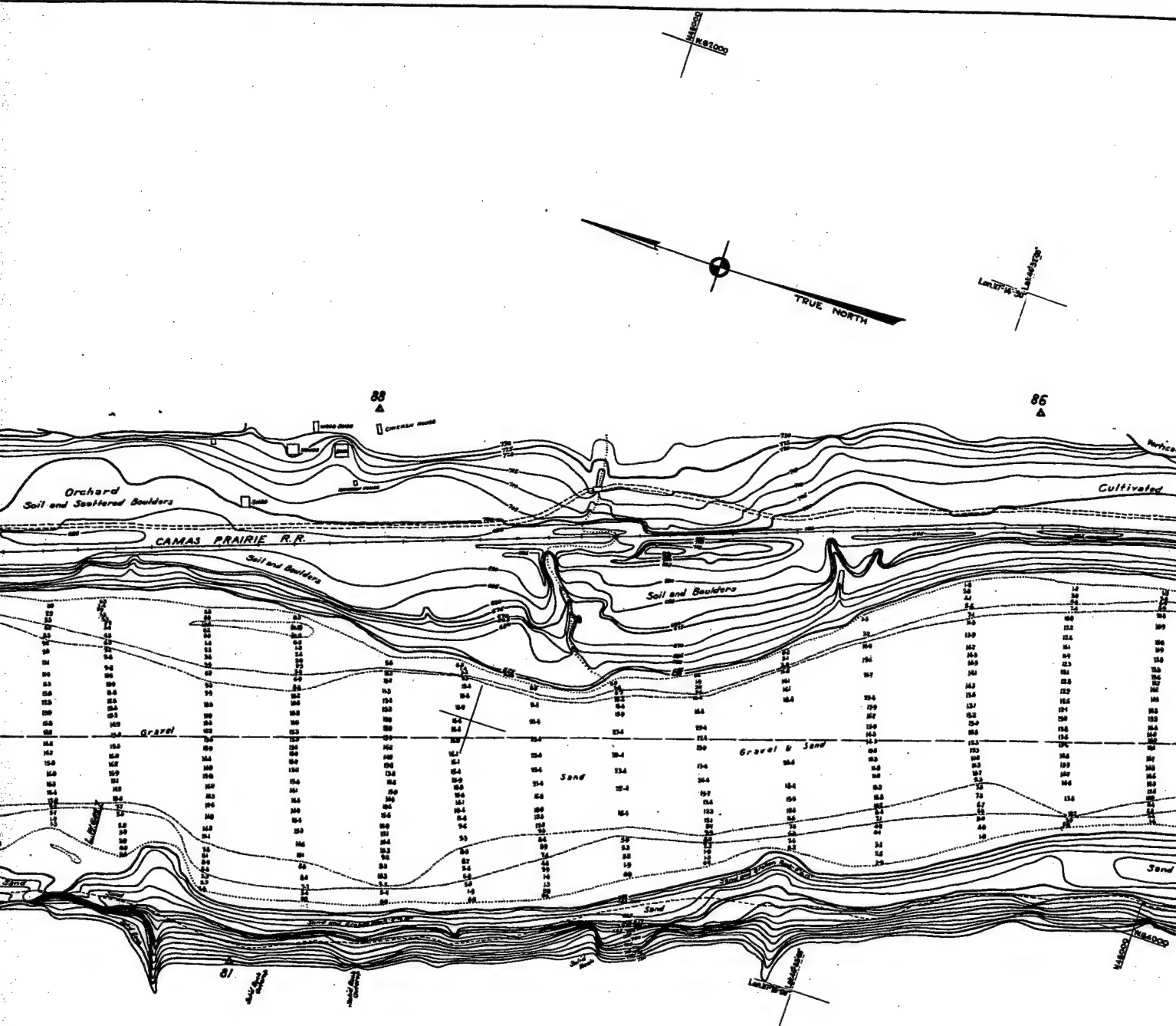
Drawn by JMS. R.G.Y.

Transmitted with report dated June 10, 1935

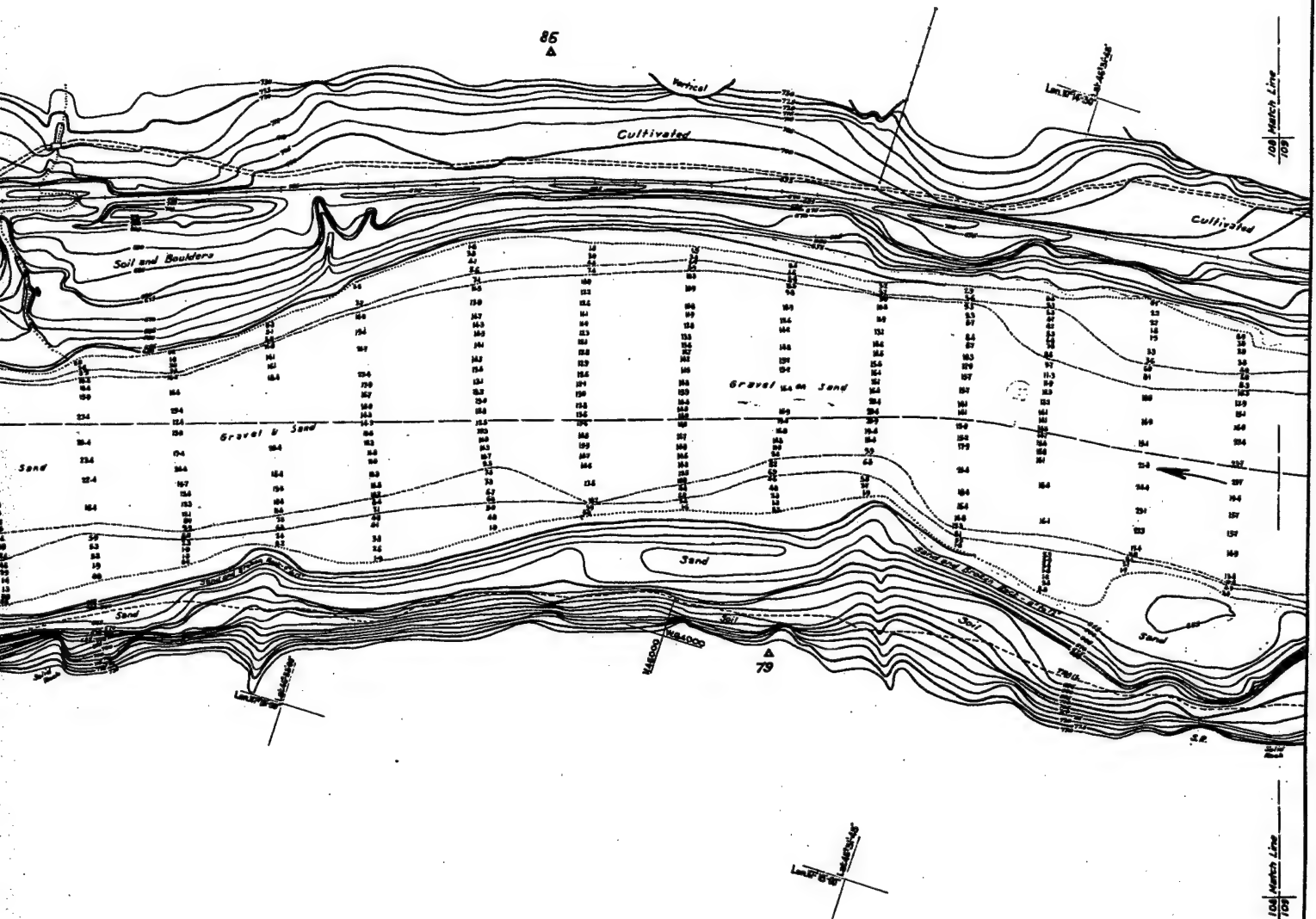
SN-1-4/108
H-9-2/107

SN-1-12/107





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT
 LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT
 EL. 812.48 M.S.L.
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. BY
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 9 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER
 PROPOSED CHANNEL SHOWN THUS: (12)



SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARAN, EL. 818.08 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

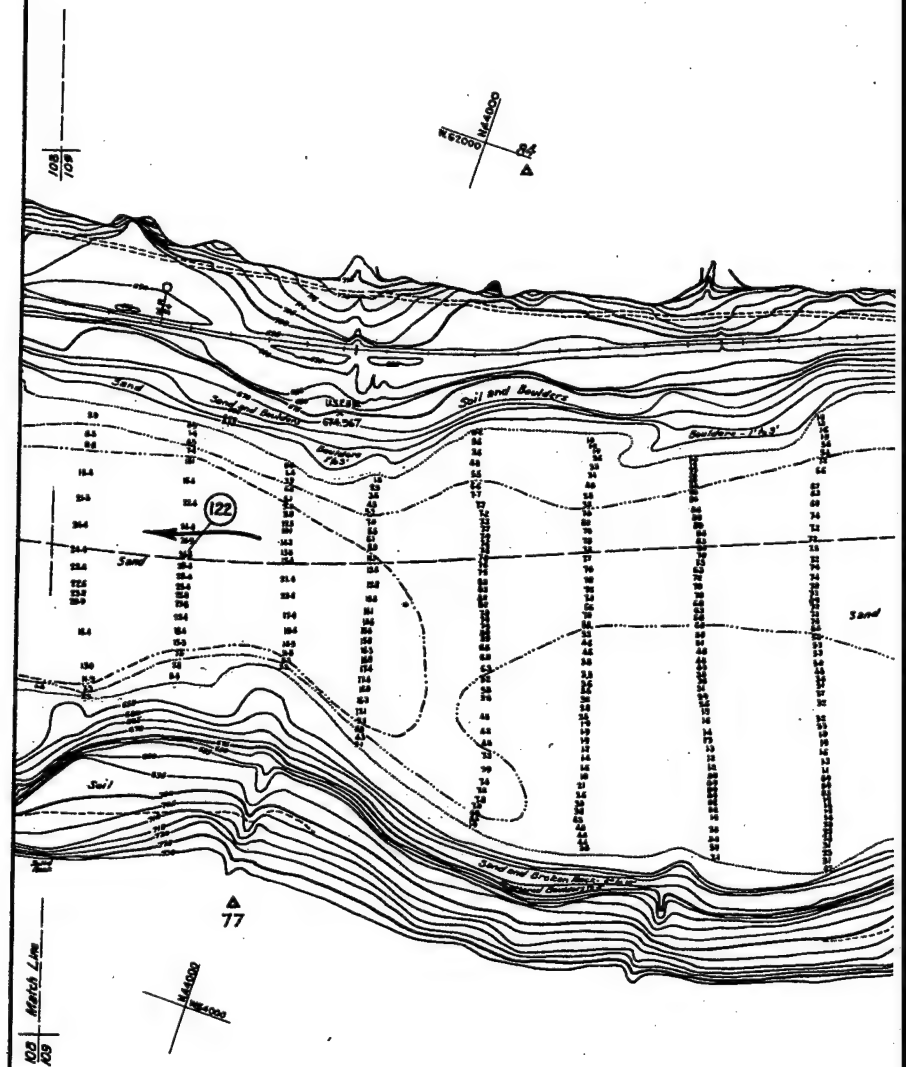
8 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

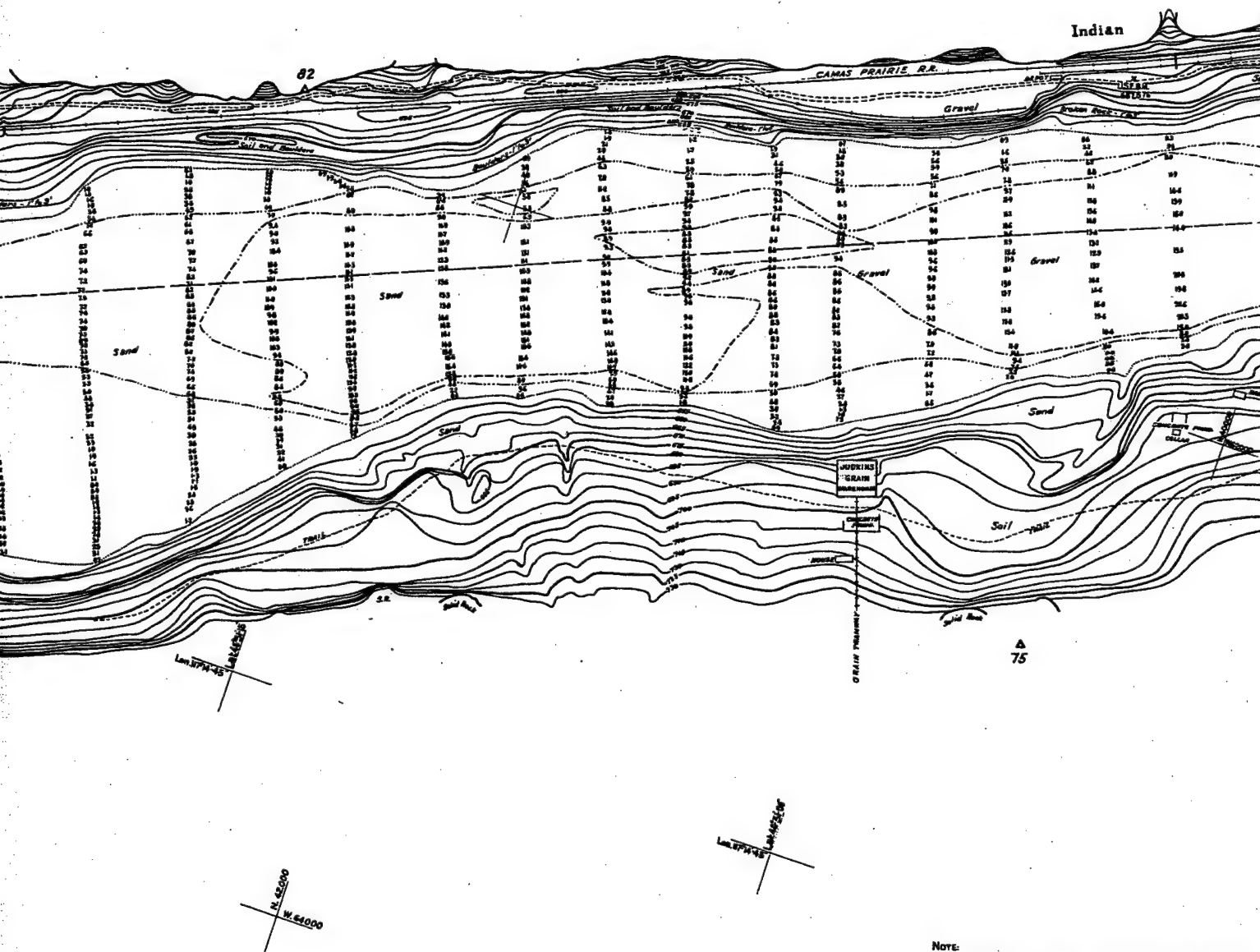
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (12)

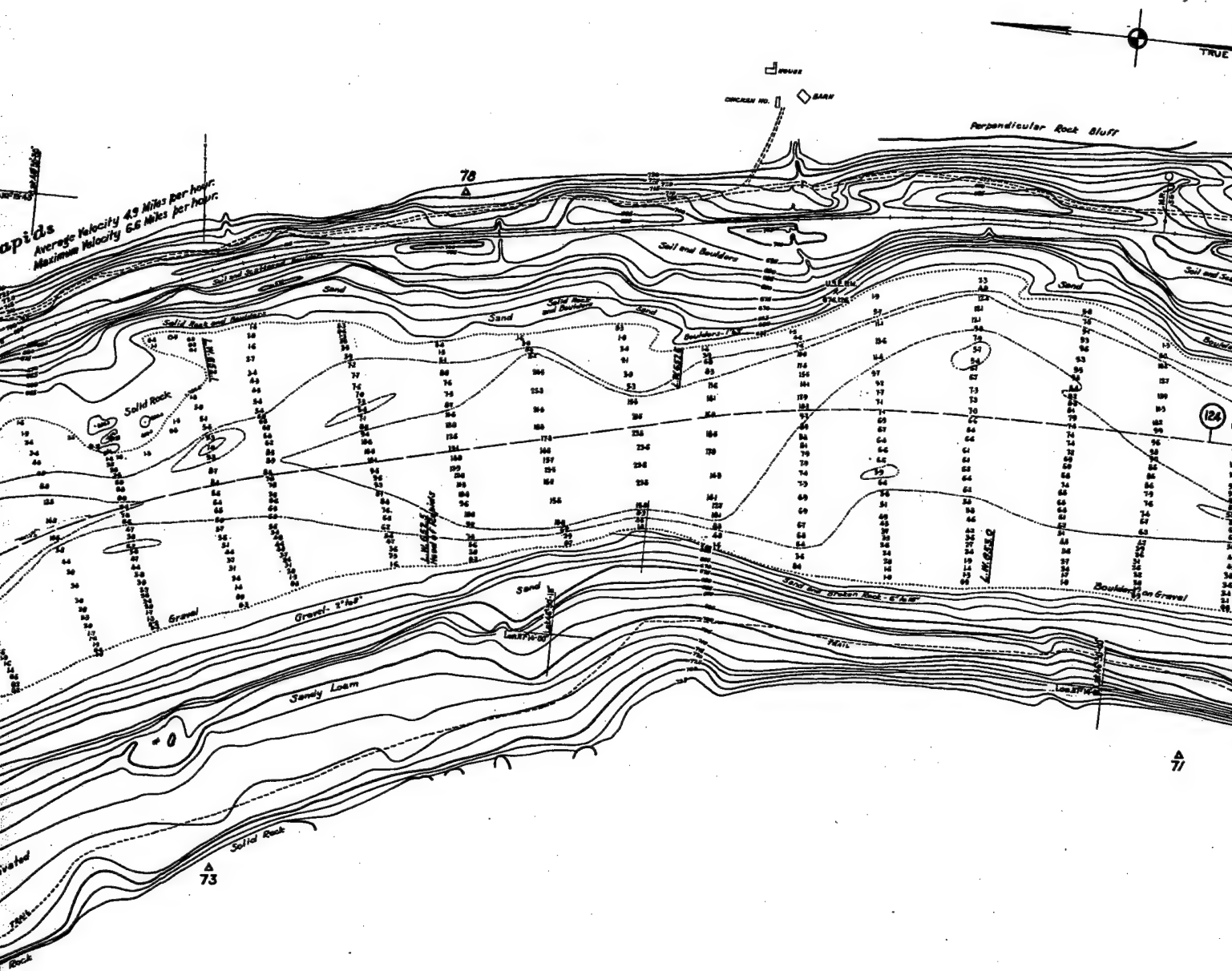
S N-1-12/108



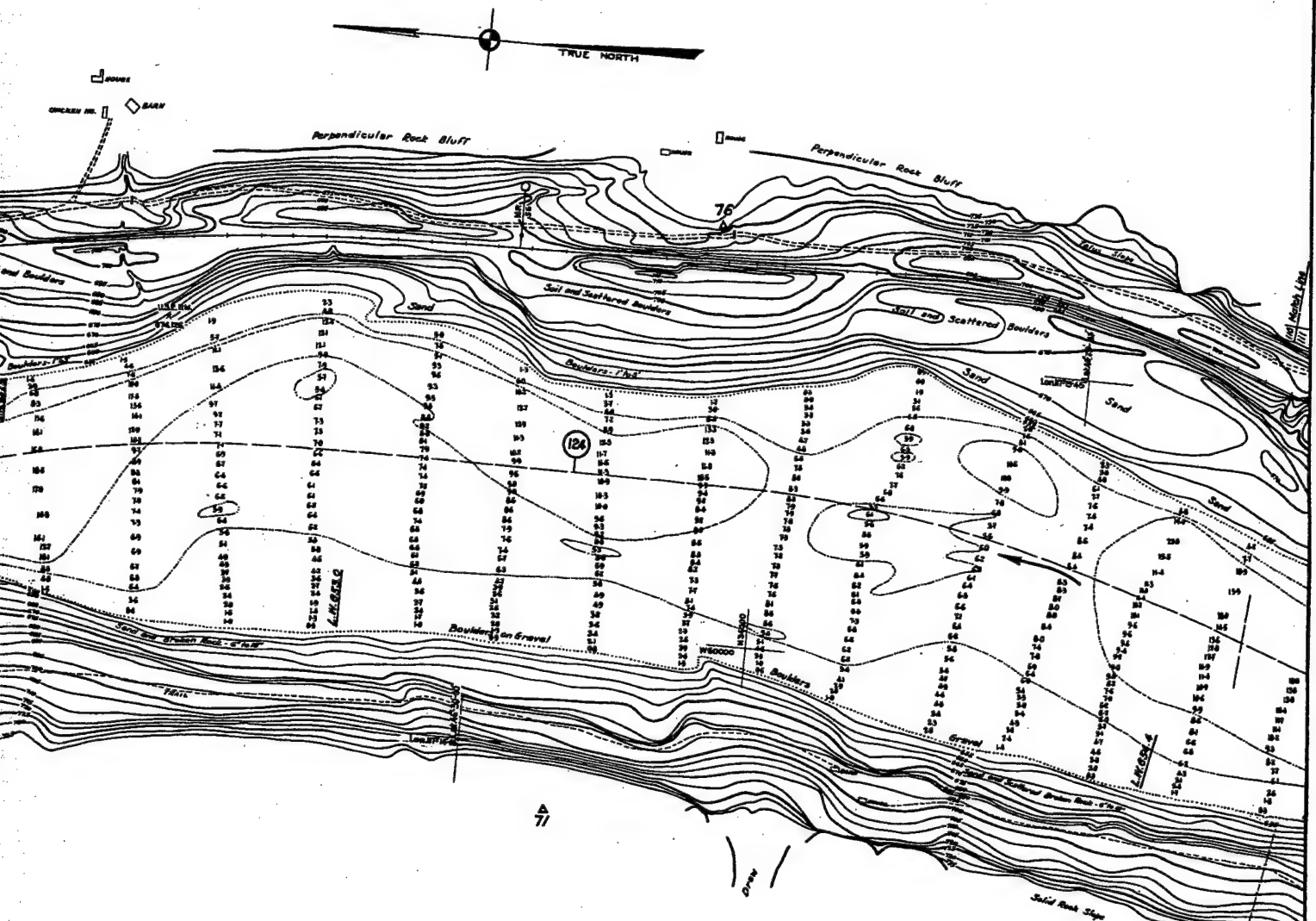
1



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT
 EL. 812.85 (M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.A.S. DAT
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWS THUS: ————
 5 FOOT DEPTH CURVE SHOWS THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWS THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER
 PROPOSED CHANNEL SHOWS THUS: ———— (12)



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT A LOW WATER PLANE: 1.0 ON U.S. WEATHER BUREAU GAGE AT R.R. BL. SIX.05 M.S.L.
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER PLANE. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM ADJUSTMENT).
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (124)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 312.03 M.S.L. ()

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL: 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (124)

N 145000
W 82000

(3)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 110

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

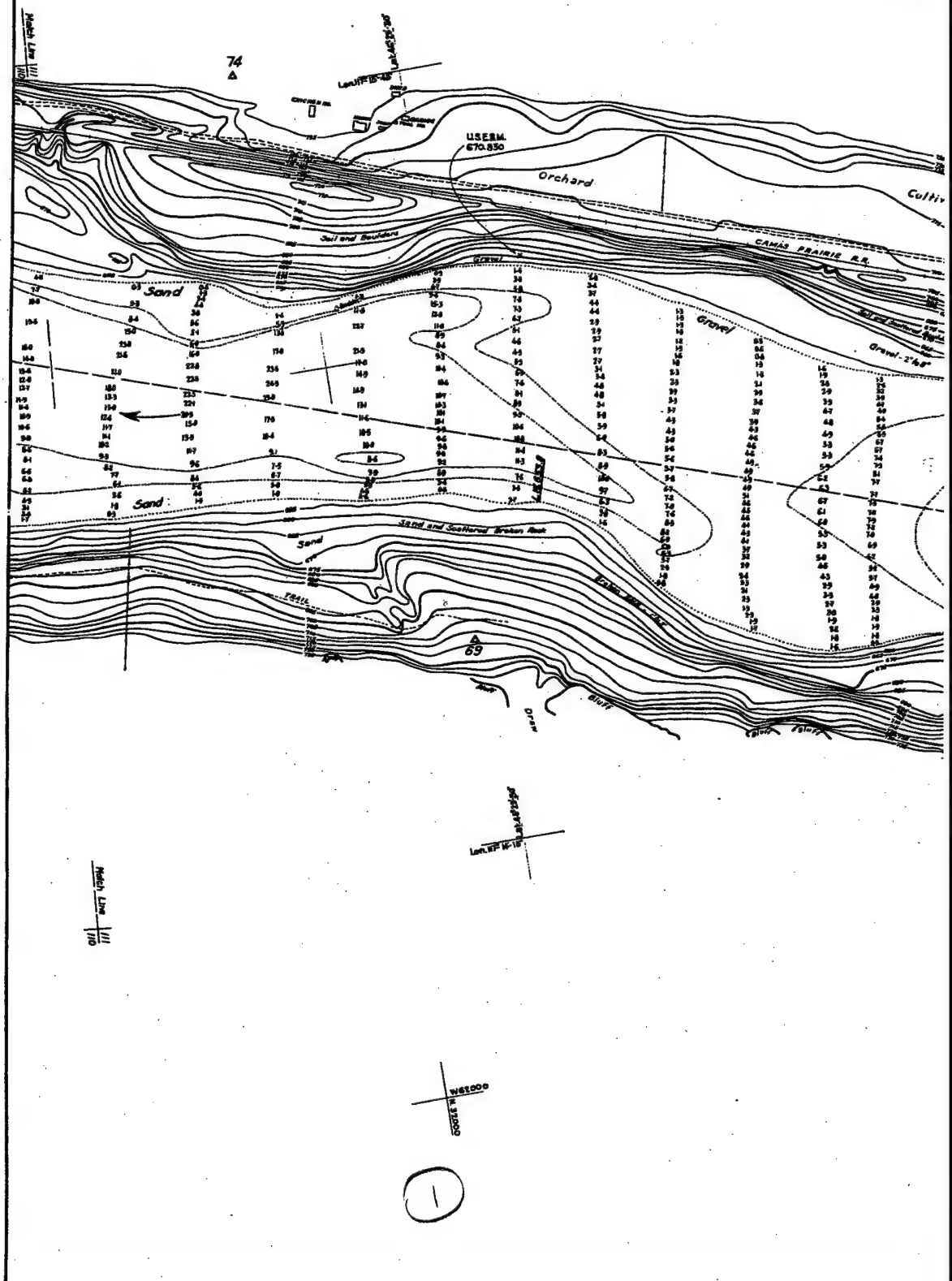
W. L. Williams
Major, Corps of Engineers

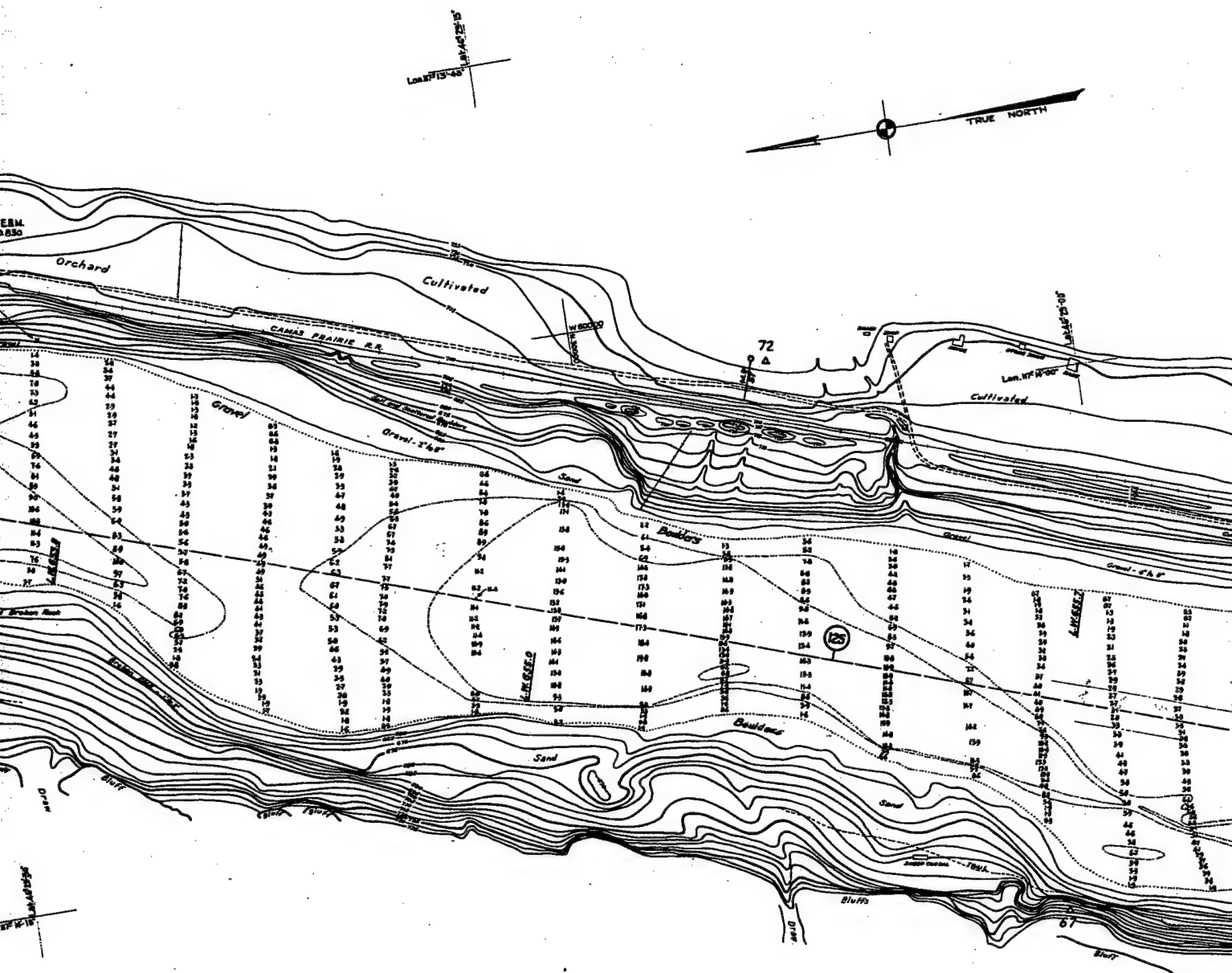
Drawn by J.M.B. R.G.V.

Transmitted with report dated June 10, 1935

SN-1-4/111
H-9-2/110

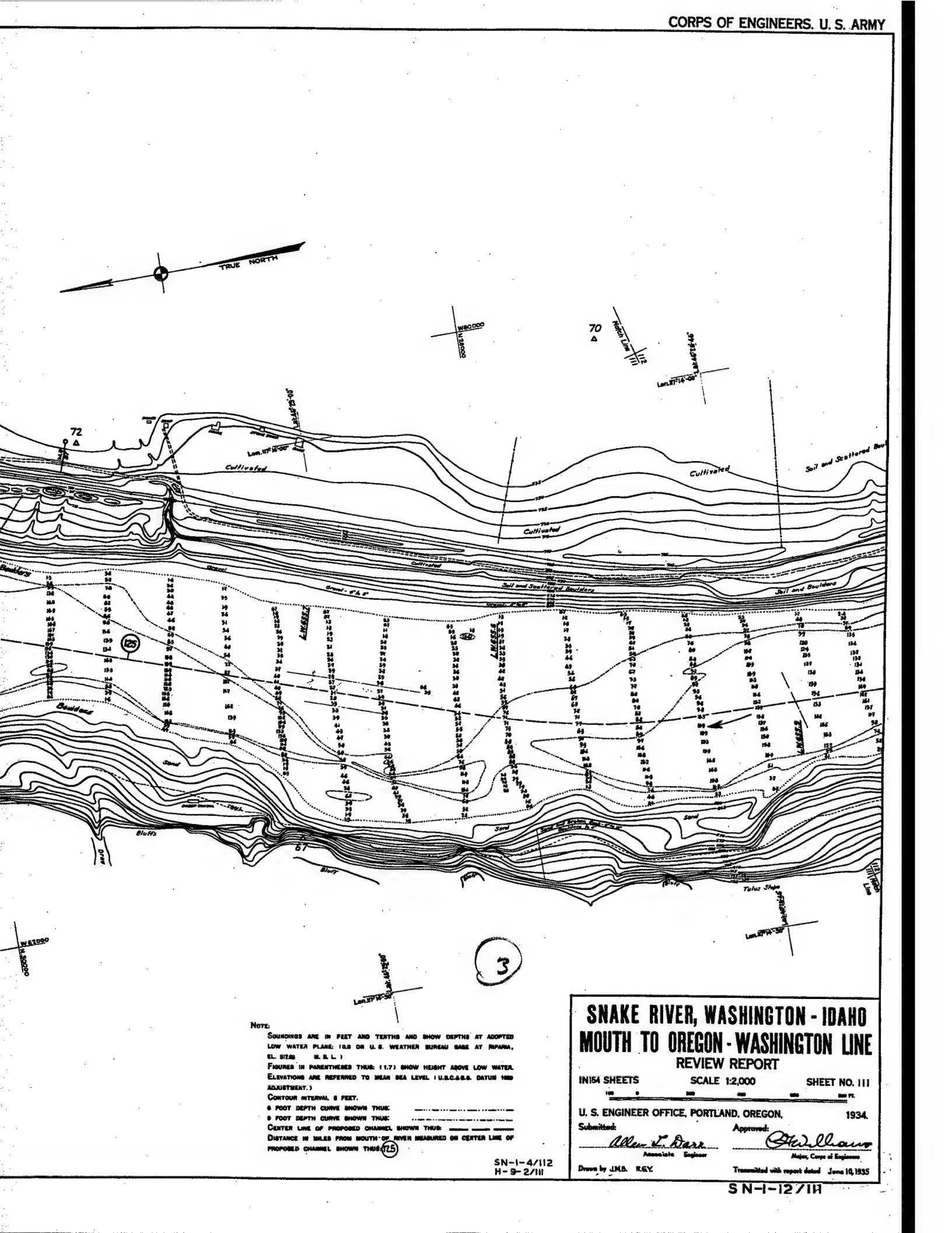
SN-1-12/110





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND A LOW WATER PLANE 10.0 ON U.S. WEATHER (EL. 51.0 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THIN.
 5 FOOT DEPTH CURVE SHOWN THICK.
 CENTER LINE OF PROPOSED CHANNEL SHOWN T.
 DISTANCE IN MILES FROM MOUTH OF RIVER MEAN PROPOSED CHANNEL SHOWN THUS: (1.5)



Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (L.S. ON U.S. WEATHER BUREAU MAPS AT RIMPA, EL. 5726 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1980 ADJUSTMENT.)
 CONTOUR INTERVAL 8 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. III

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted by: Allen J. Dore Associate Engineer
 Approved by: [Signature] Major, Corps of Engineers

Drawn by L.M.B. R.E.Y. Transmitted with report dated June 10, 1935

SN-I-4/112 H-9-2/III SN-I-12/IIH

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (L.S. ON U.S. WEATHER BUREAU GAGE AT RYANA, EL. 5726 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1980 ADJUSTMENT.)
 CONTOUR INTERVAL 8 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. III

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen T. Dore Associate Engineer Approved: [Signature] Major, Corps of Engineers

Drawn by J.M.B. KEY Transmitted with report dated June 10, 1935

SN-1-4/112 H-9-2/III SN-I-12/IIH

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U.S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen J. Dore Approved: [Signature]
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. KEY Transmitted with report dated June 10, 1935

SN-I-12/1H

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (L.S. ON U.S. WEATHER BUREAU MAPS AT RIMPA, EL. 5726 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1980 ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. III

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen T. Dore Associate Engineer Approved: [Signature] Major, Corps of Engineers

Drawn by J.M.B. KEY Transmitted with report dated June 10, 1935

SN-1-4/112 H-9-2/III SN-I-12/IIH

[illegible]

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (LWS ON U.S. WEATHER BUREAU GAGE AT RYAN, EL. 5726 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1980 ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. III

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen J. Dore Associate Engineer Approved: [Signature] Major, Corps of Engineers

Drawn by J.M.B. KEY Transmitted with report dated June 10, 1935

SN-1-4/112 H-9-2/III

SN-1-12/IIH

[illegible][illegible]

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT RICHMOND, EL. 512.0 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

3

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

1154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.Y. Transmitted with report dated June 10, 1935

SN-1-4/112
H-9-2/111

SN-1-12/111

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT RICHMOND, EL. 512.0 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

3

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

1154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.Y. Transmitted with report dated June 10, 1935

SN-1-4/112
H-9-2/111

SN-1-12/111

Snake River, Washington - Idaho Mouth to Oregon - Washington Line

REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. III

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted by: *Allen T. Dore* Approved: *Stewart*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.Y. Transmitted with report dated June 10, 1935

SN-I-4/112
H-9-2/III

SN-I-12/IIH

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (L.S. ON U.S. WEATHER BUREAU GAGE AT RIFAMA, EL. 5726 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1985 ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT RICHMOND, EL. 512.0 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

3

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

1154 SHEETS SCALE 1:2,000 SHEET NO. 111

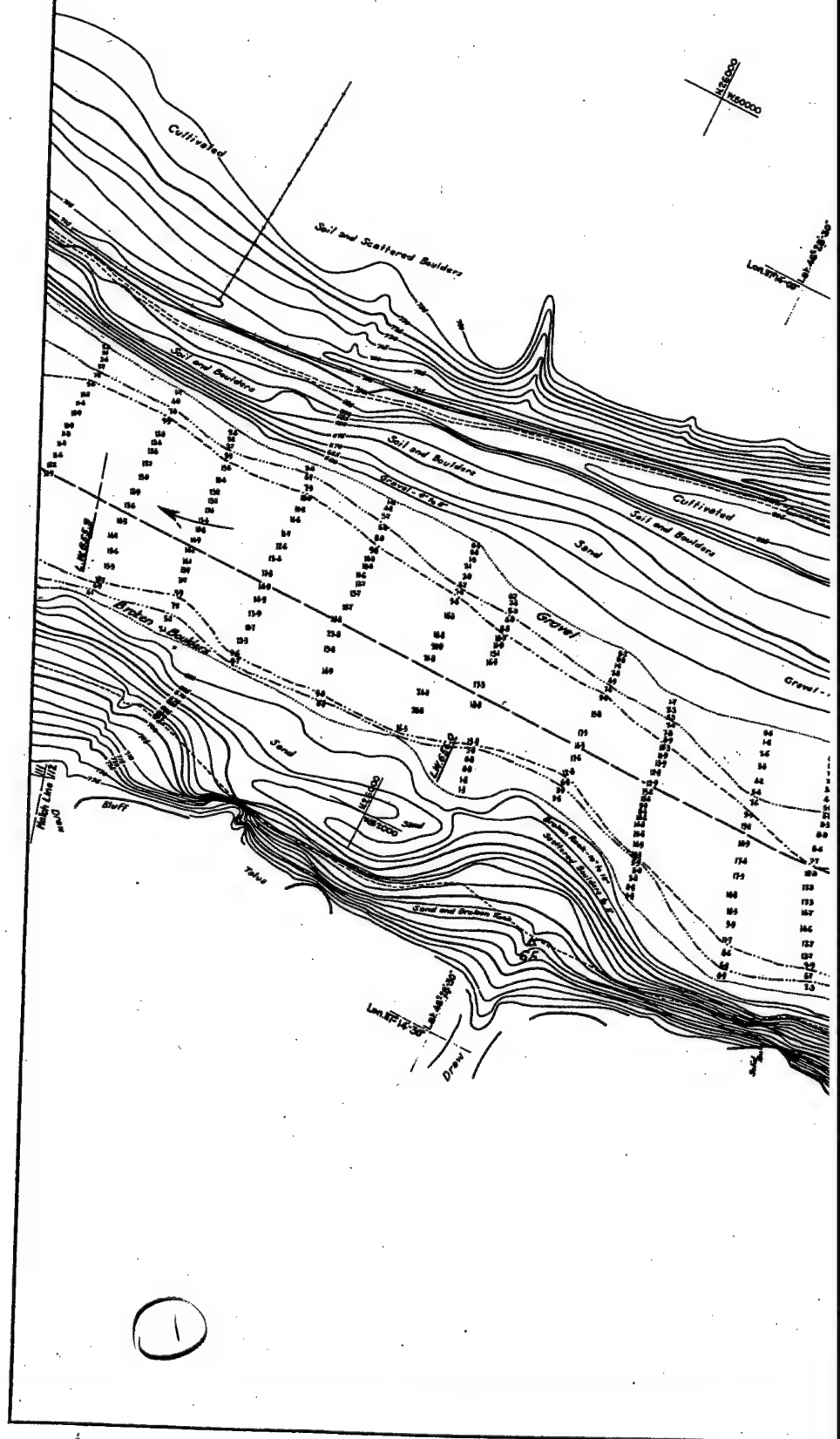
U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

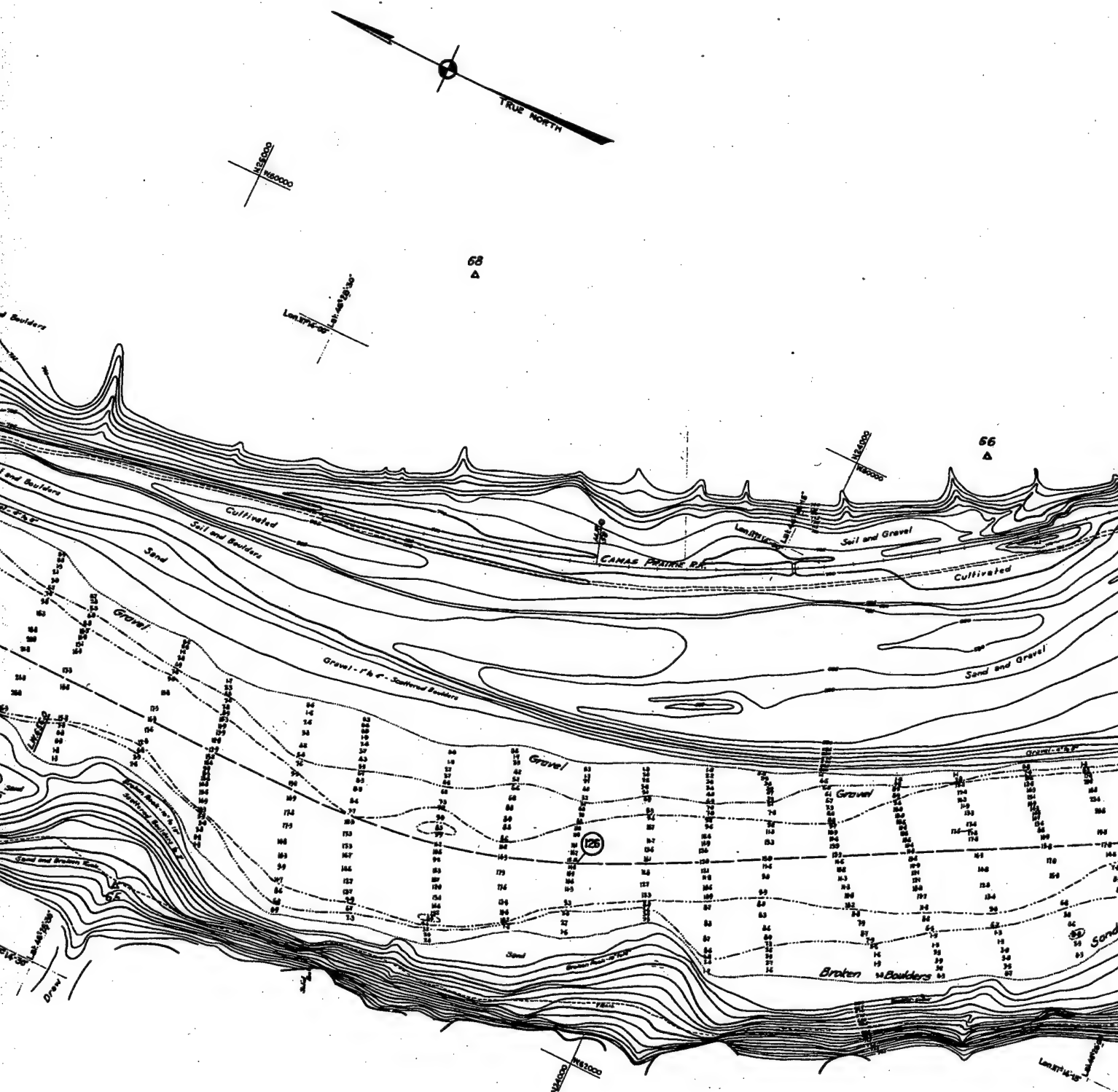
Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

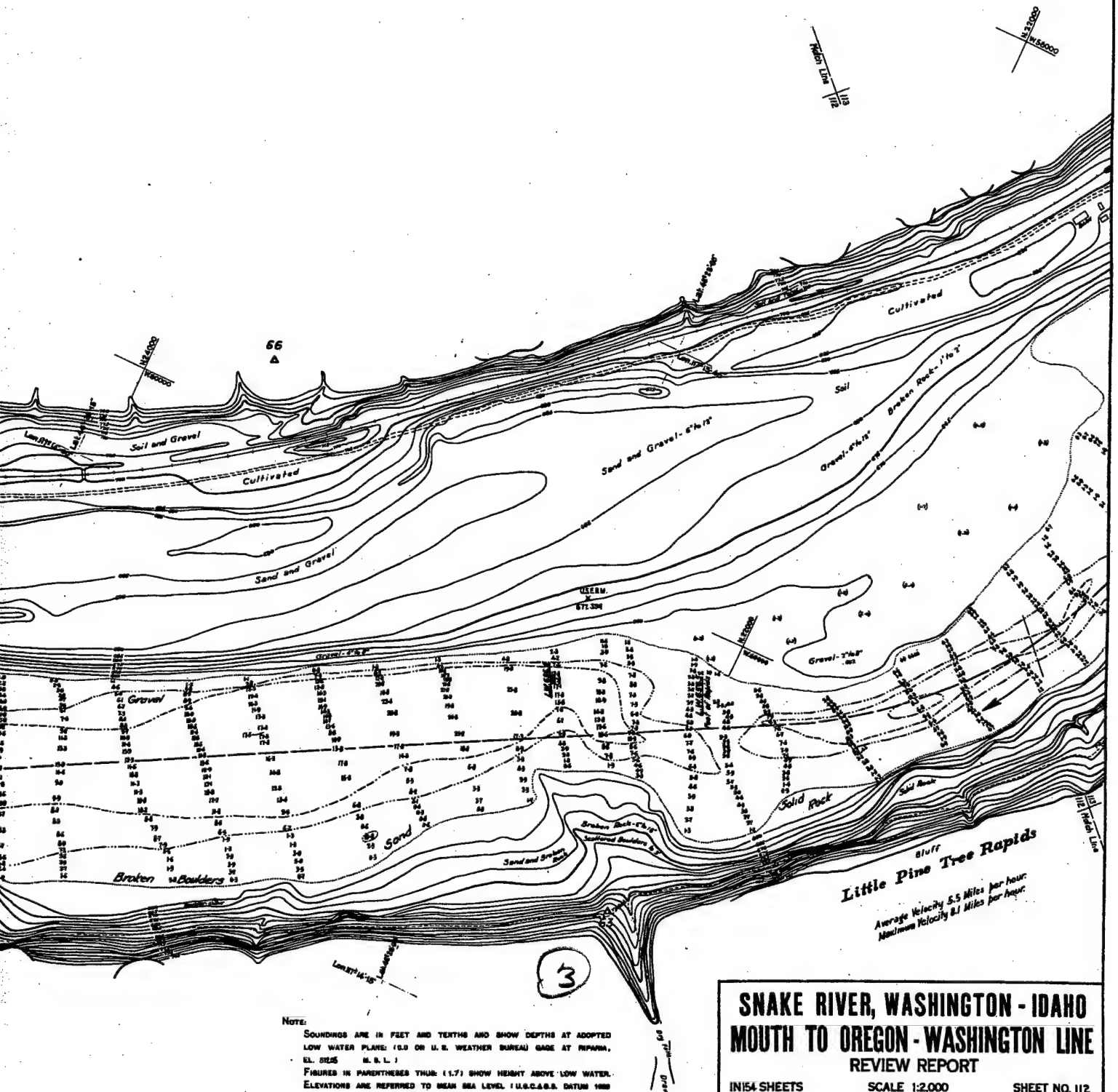
SN-I-4/112
H-9-2/111

SN-I-12/111





NOTE:
 SOUNDINGS ARE IN FEET
 LOW WATER PLANE 10.0
 EL. SIZE M. S. L. I
 FIGURES IN PARENTHESES
 ELEVATIONS ARE REFERRED
 ADJUSTMENT.)
 CONTOUR INTERVAL 2 FEET.
 8 FOOT DEPTH CURVE AND
 9 FOOT DEPTH CURVE AND
 CENTER LINE OF PROPOSED
 DISTANCE IN MILES FROM
 PROPOSED CHANNEL SHOWN



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (1.0 ON U.S. WEATHER BUREAU GAGE AT RIPPAN, W.A.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.7)

SN-1-4/113
H-9-2/112

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

1154 SHEETS

SCALE 1:2,000

SHEET NO. 112

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

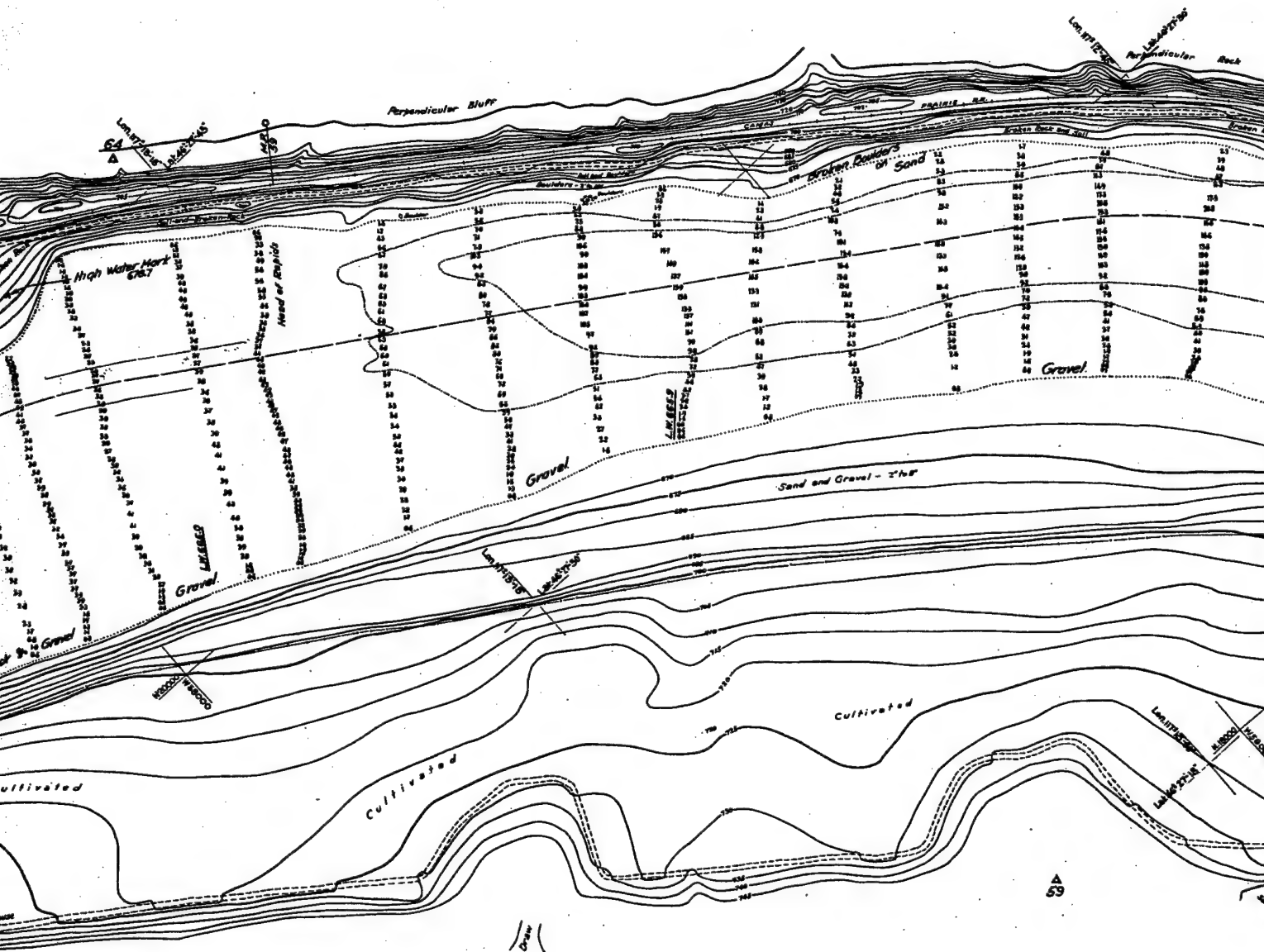
Alan L. Darr
Associate Engineer

Chas. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.G.V.

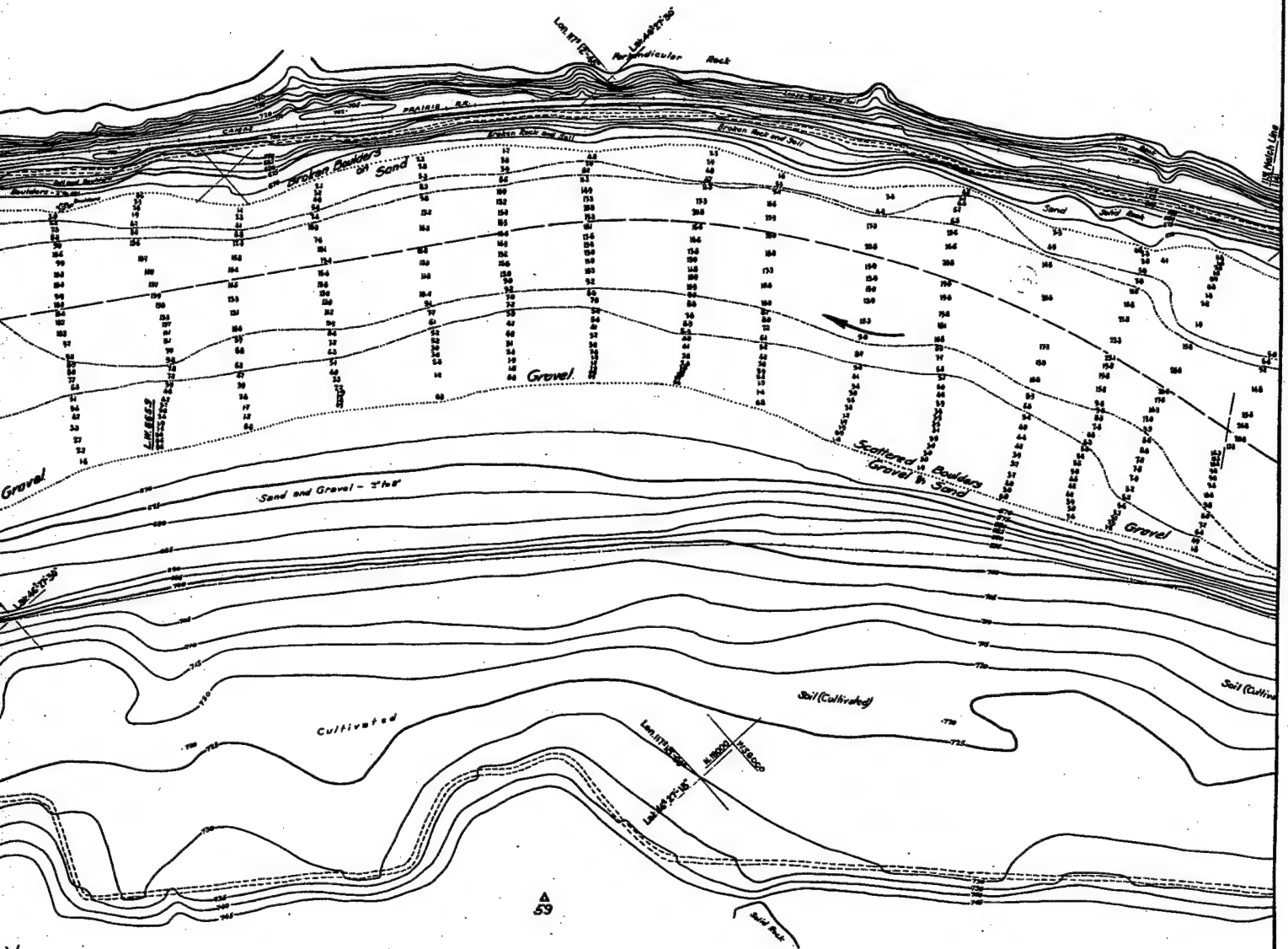
Transmitted with report dated June 10, 1935

SN-1-12/112



Note:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS BY ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT TOPAMA, EL. 512.5 (M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1988 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (17)



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS BY ADOPTED
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT TUPACAN,
 EL. 52.05 M.S.L.
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 9 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (12)

SN-1-4/114
 H-9-2/113

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 113

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Barr
 Associate Engineer

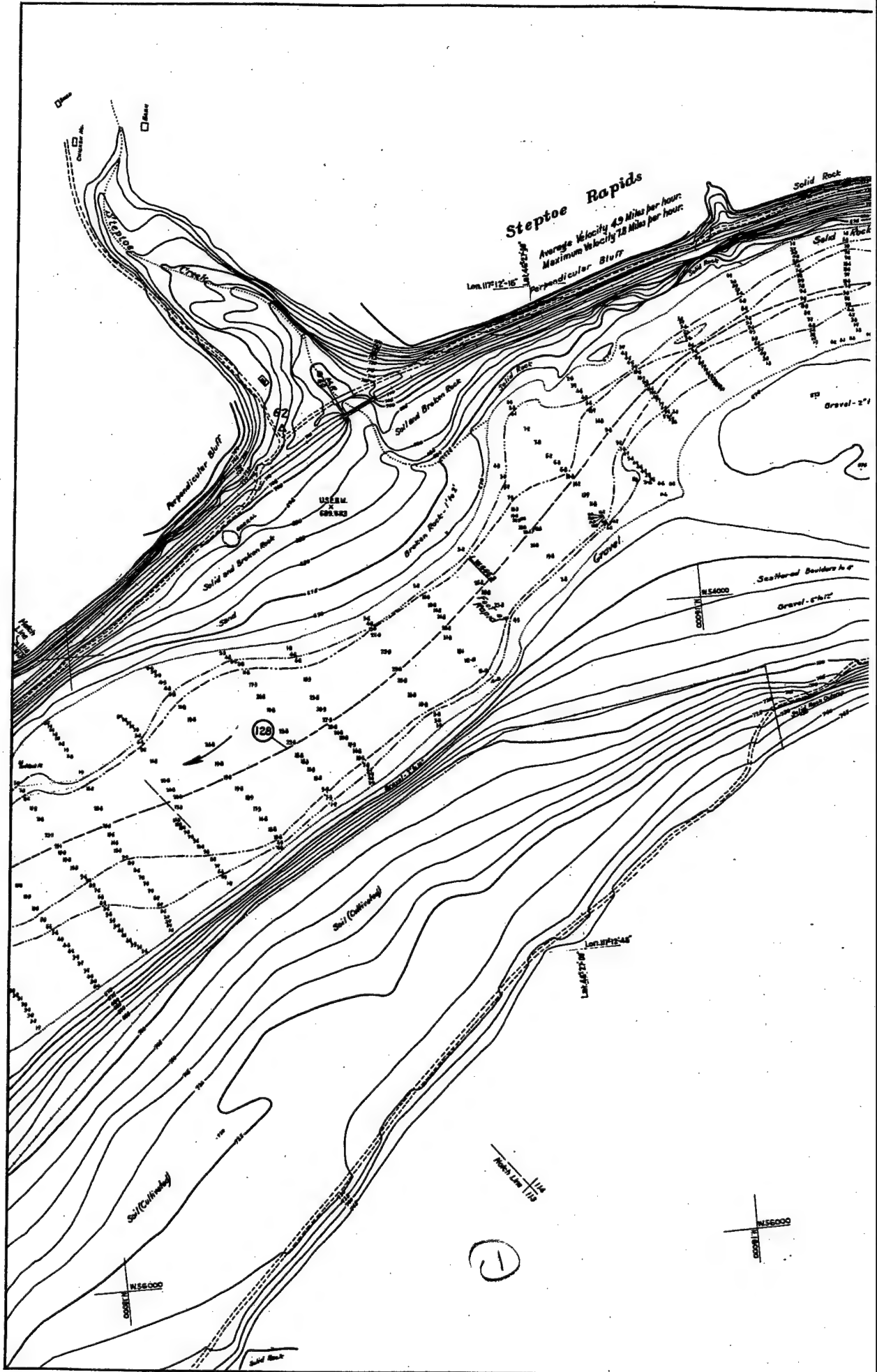
Approved:

John W. Brown
 Major, Corps of Engineers

Drawn by J.M.B. R.G.V.

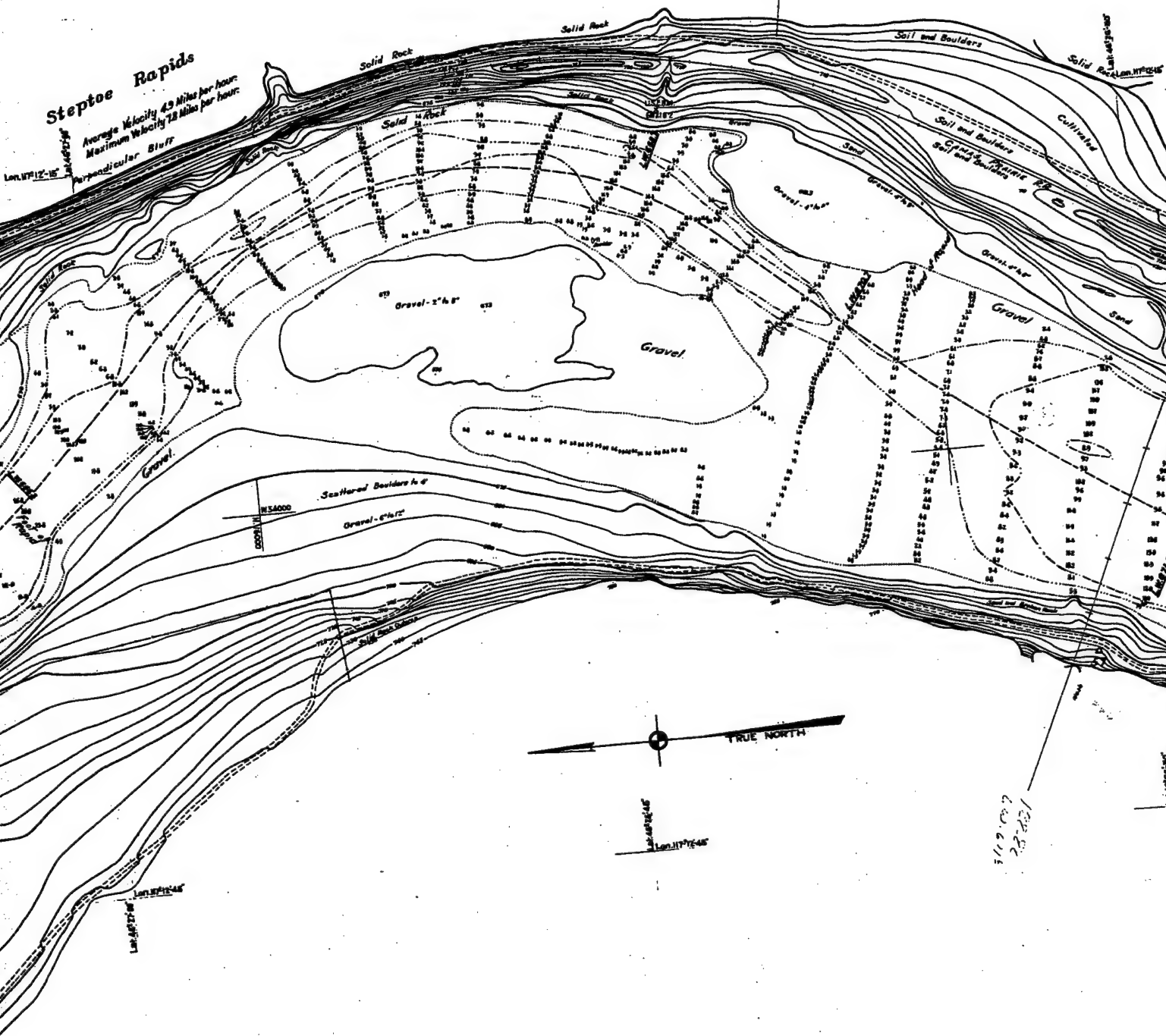
Transmitted with report dated June 10, 1935

SN-1-12/113

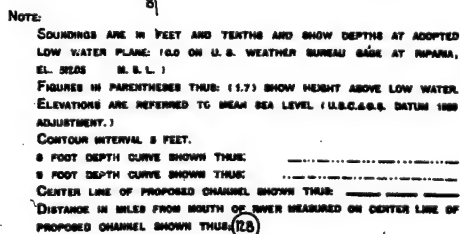


Steptoe Rapids

Average Velocity 4.9 Miles per hour
Maximum Velocity 7.8 Miles per hour
Perpendicular Bluff



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPT
LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU S
EL. REFS. (M.S.L.)
FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT AB
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.S
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: ---
6 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS: (7.5)



IN 54 SHEETS SCALE 1:2,000 SHEET NO. 114

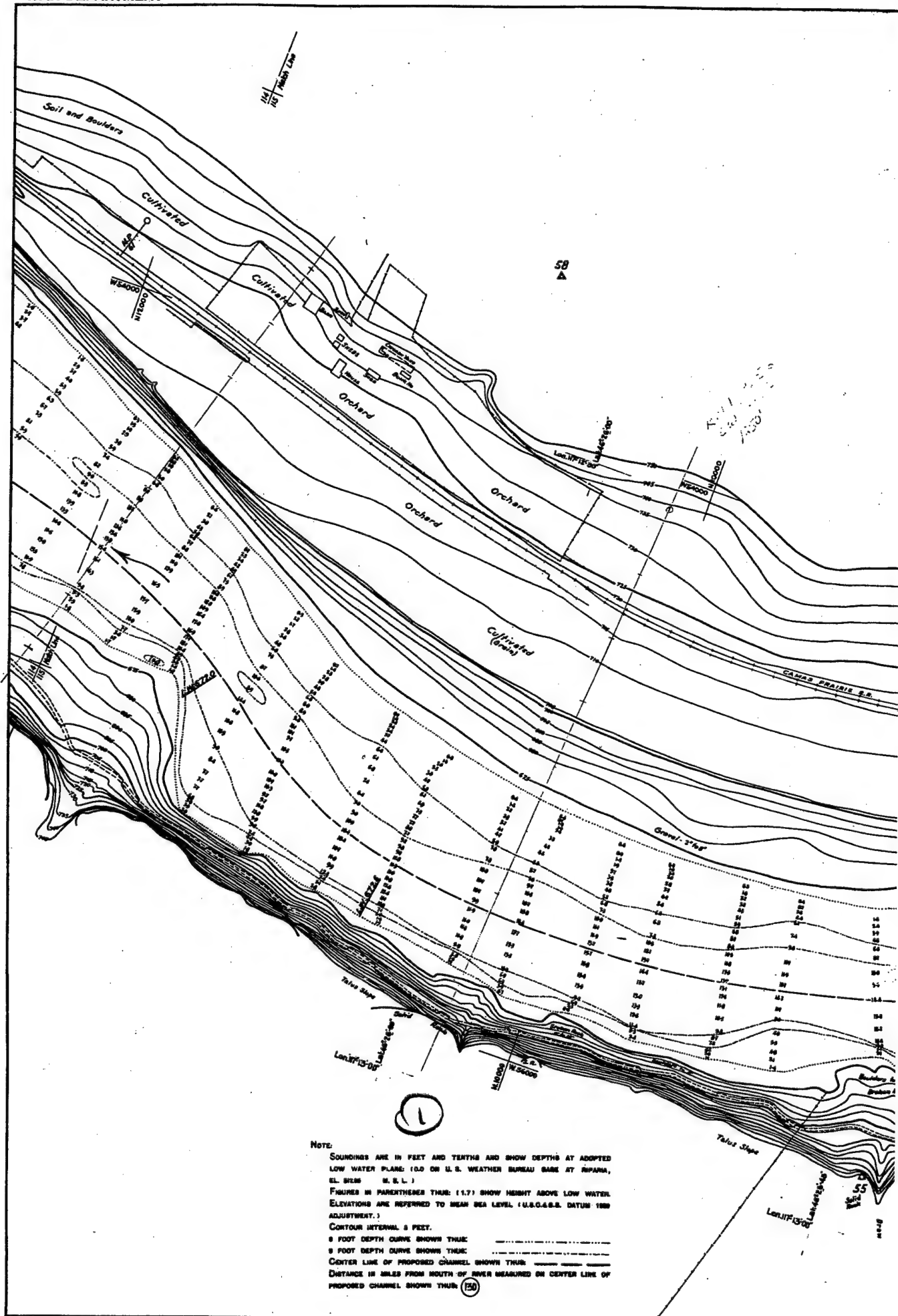
1934

Approved:

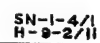
W. Williams
Chair, Corps of Engineers

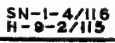
Transmitted with report dated June 10, 1935

SN-1-12/H4



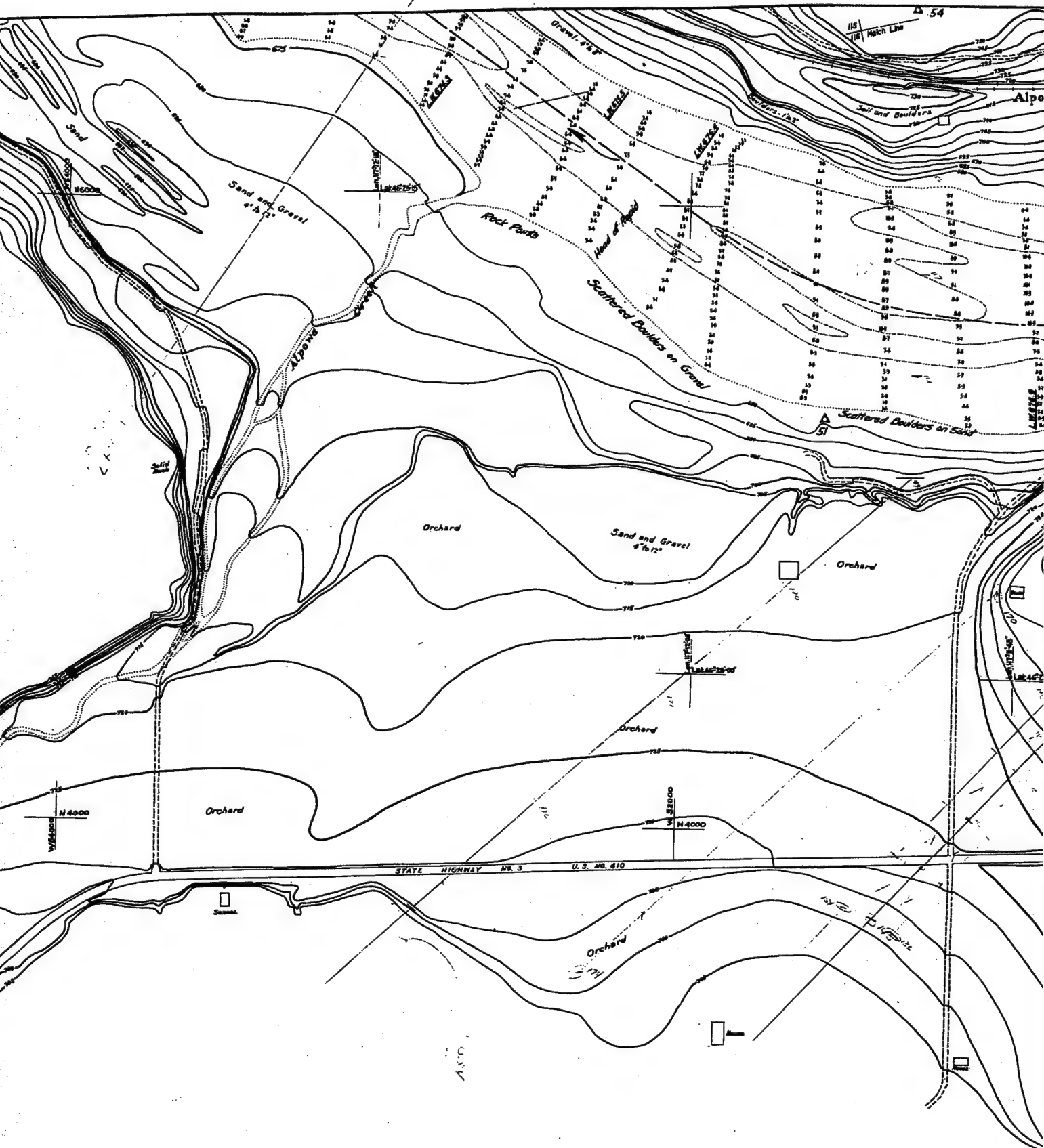
△





Transmitted with report dated June 30, 1935.

SN-1-12/115



Note:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT A LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RM EL. 51.296 (M.S.L.)

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW W ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM ADJUSTMENT.)

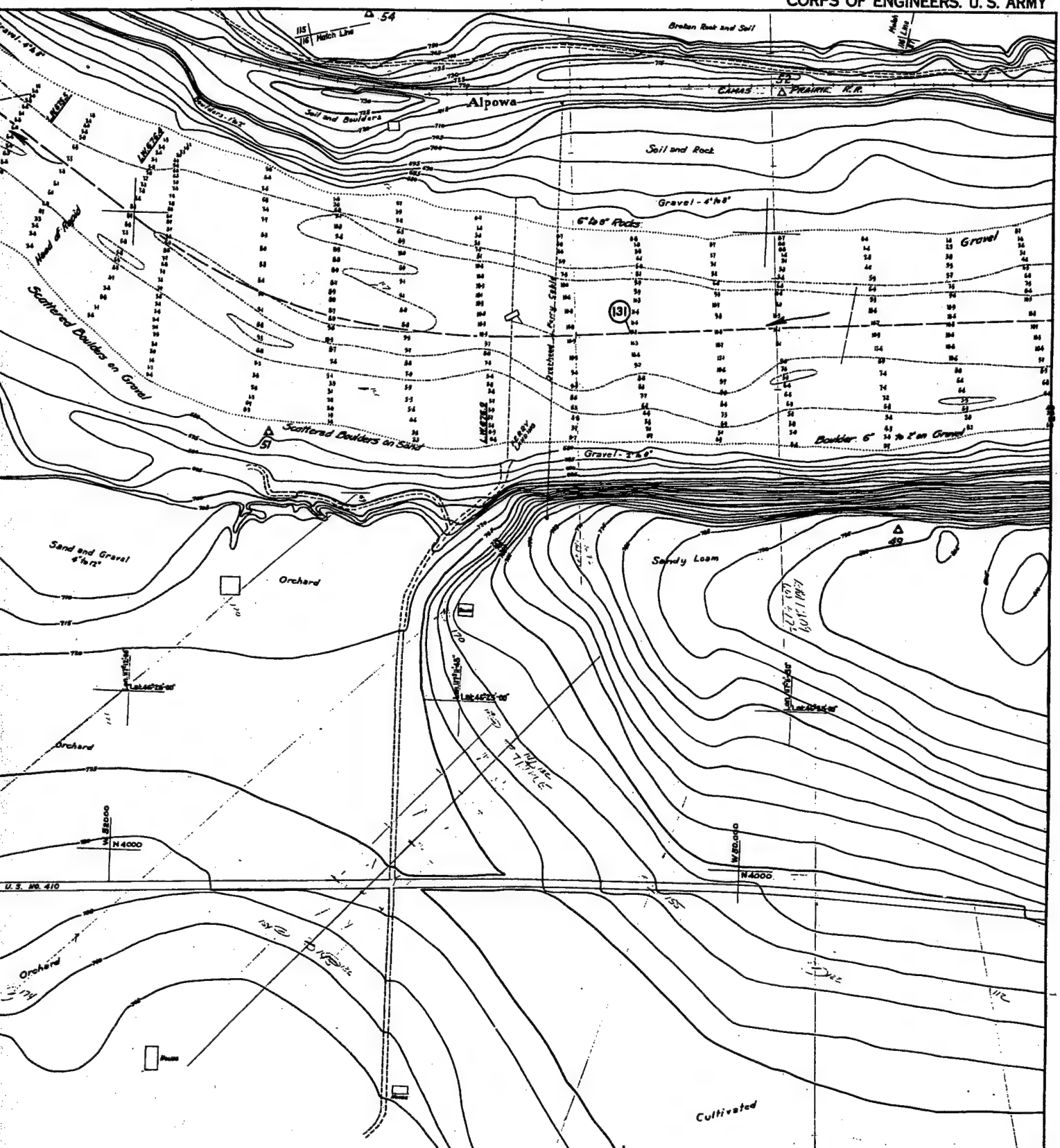
COUNTDOWN INTERVAL 5 FEET.

0 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LI PROPOSED CHANNEL SHOWN THUS: (5)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT INPANA, EL. 5125 (M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.5)

SN-1-4/117
H-9-2/116

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 116

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

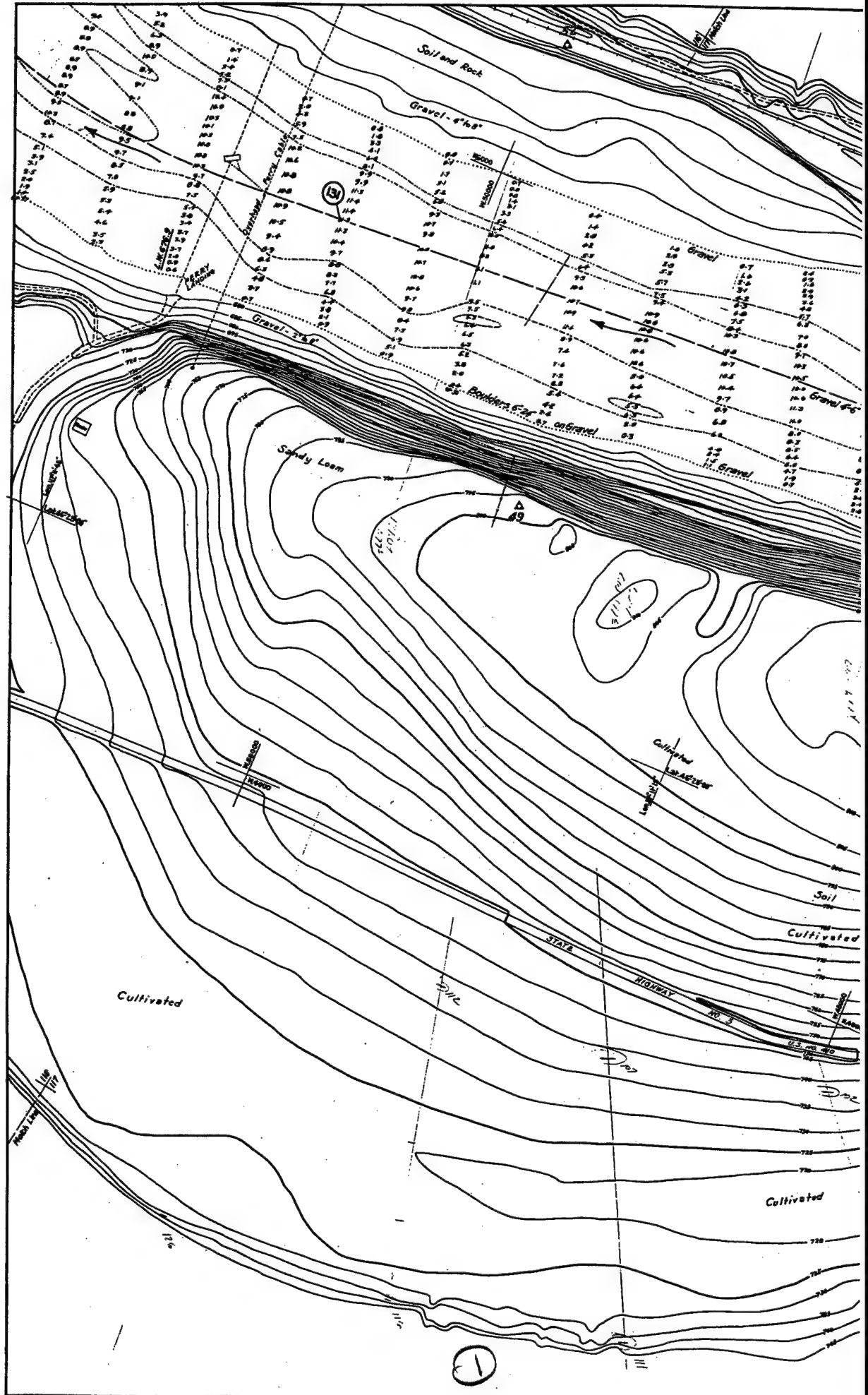
Allen L. Barr
Associate Engineer

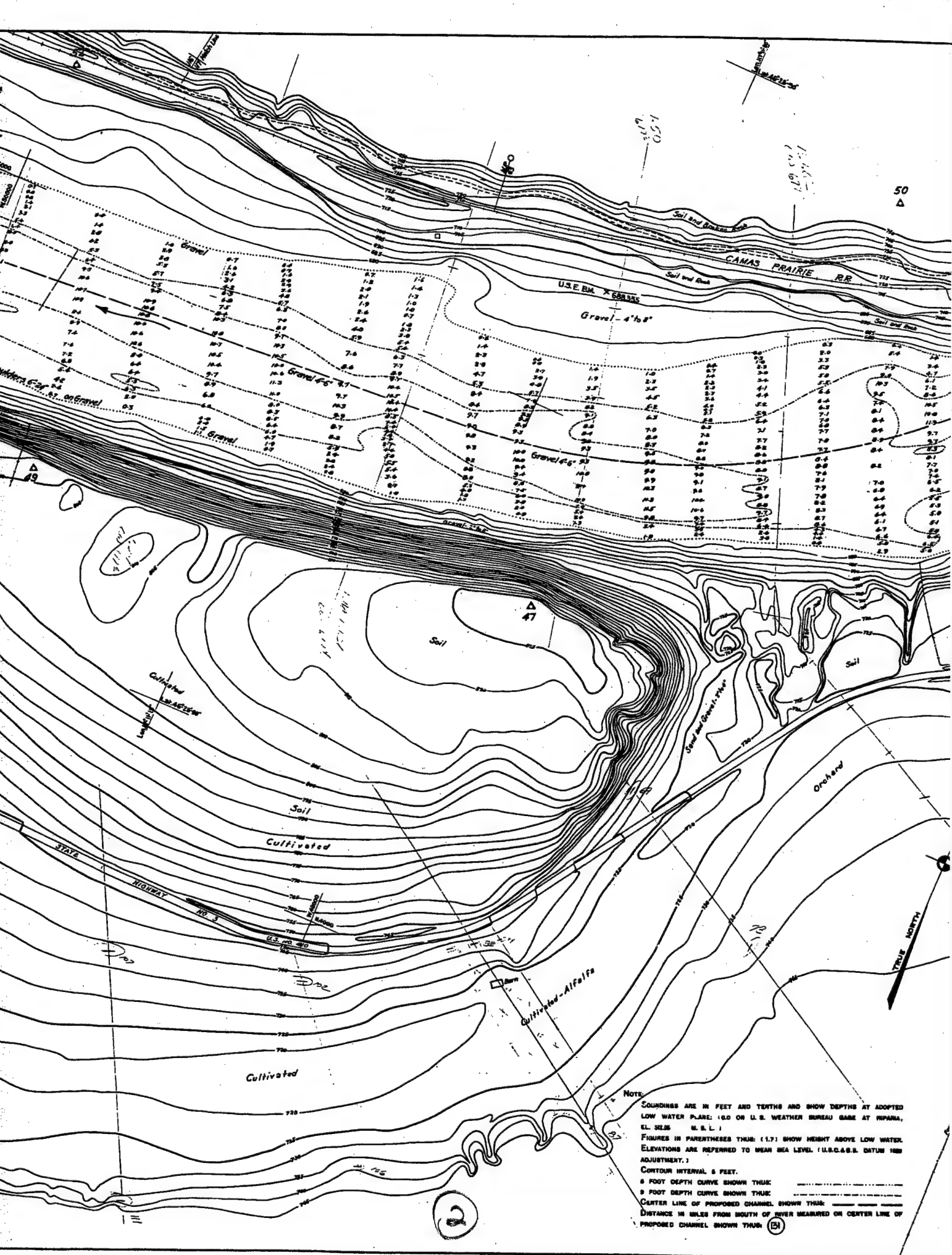
St. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.E.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/116





NOTE

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT PIPARA, EL. 92.66 U.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1985 ADJUSTMENT.)

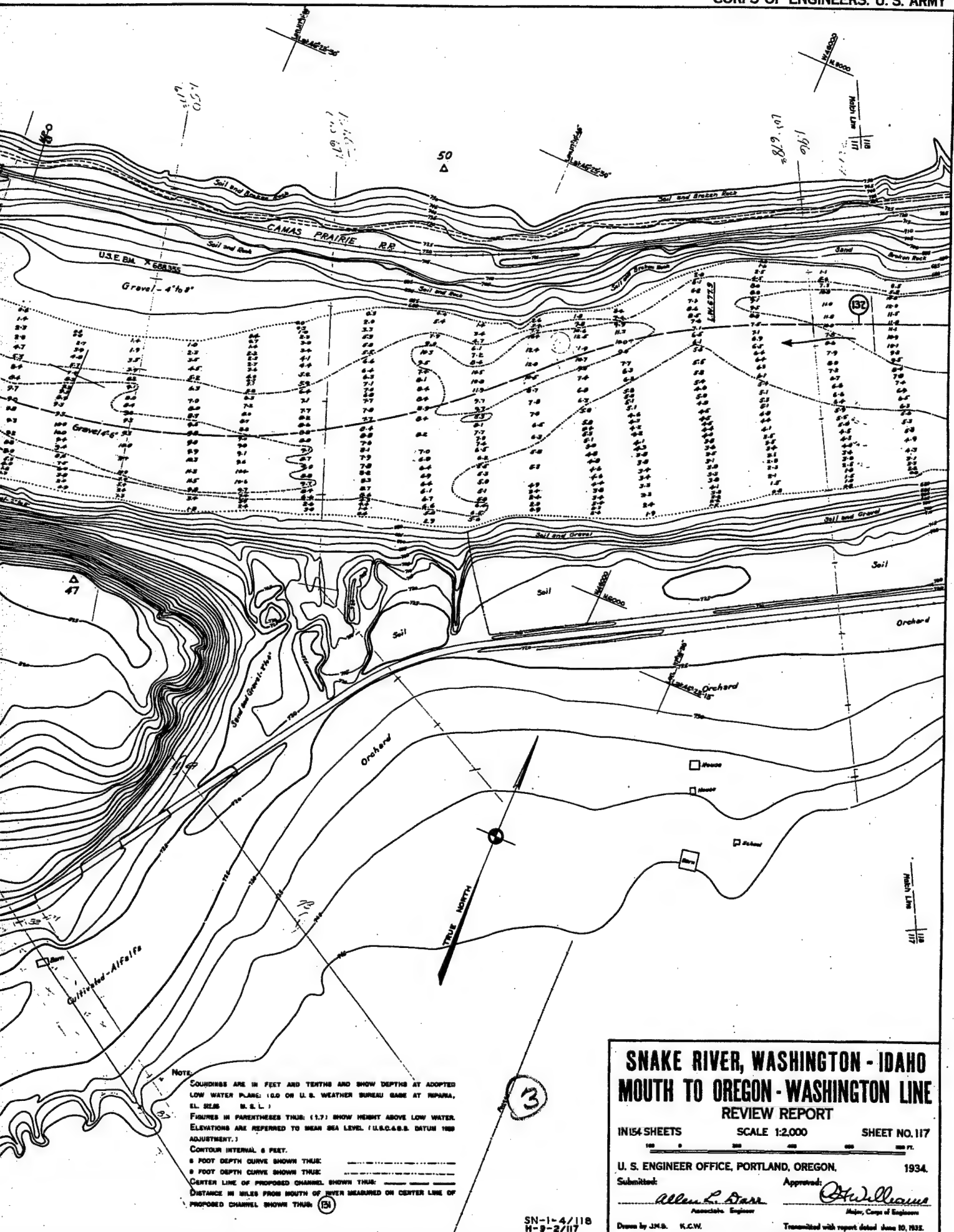
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (54)



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 117

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Starr
Assistant Engineer

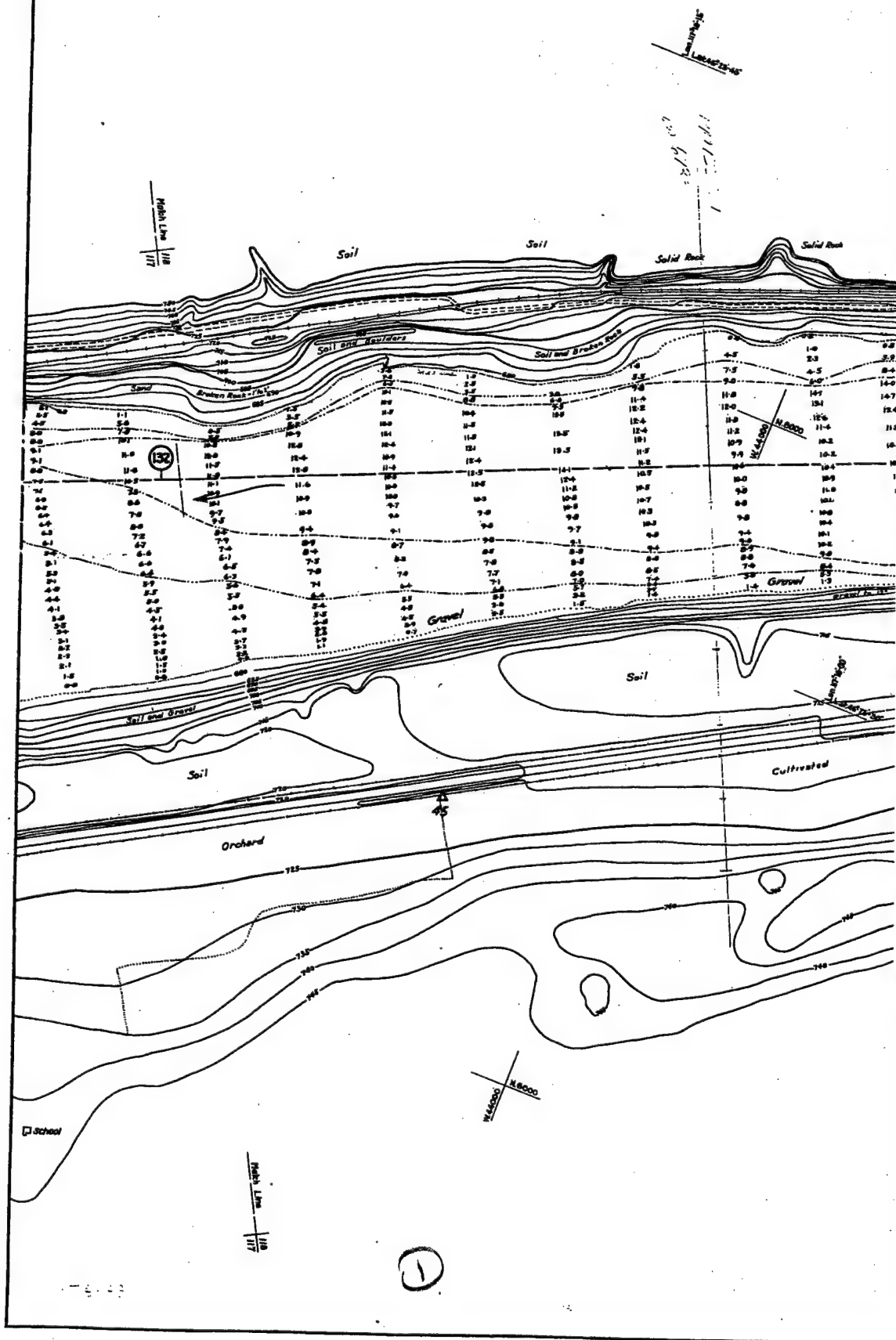
W. Williams
Major, Corps of Engineers

Drawn by J.M.S. K.C.W.

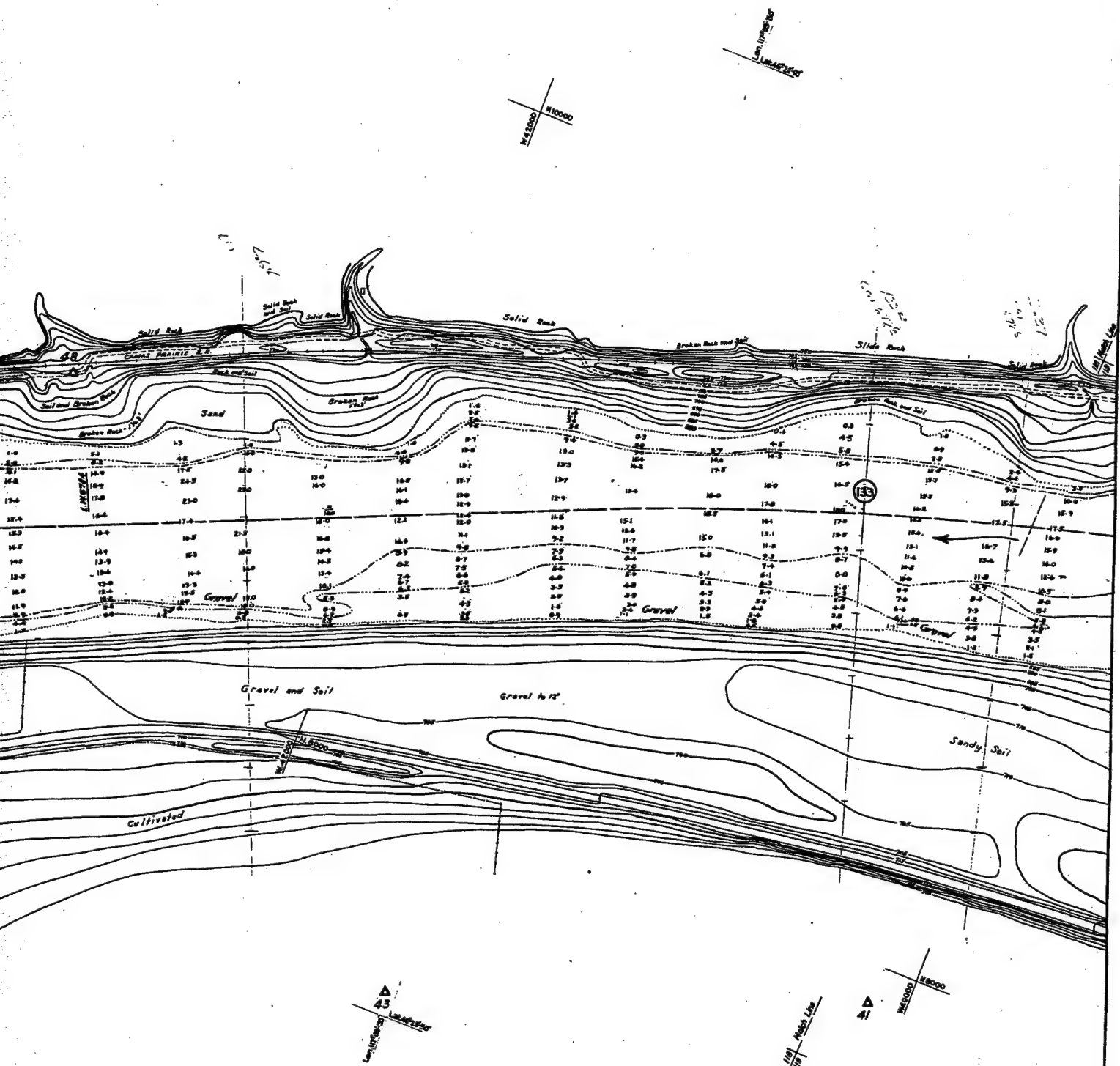
Transmitted with report dated June 10, 1934.

SN-1-4/118
H-9-2/117

SN-1-12/117



132



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RICHMOND, EL. 24.0 (M. S. L.).

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (132)

SN-1-4/119
H-8-2/118

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 12,000

SHEET NO. 118

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

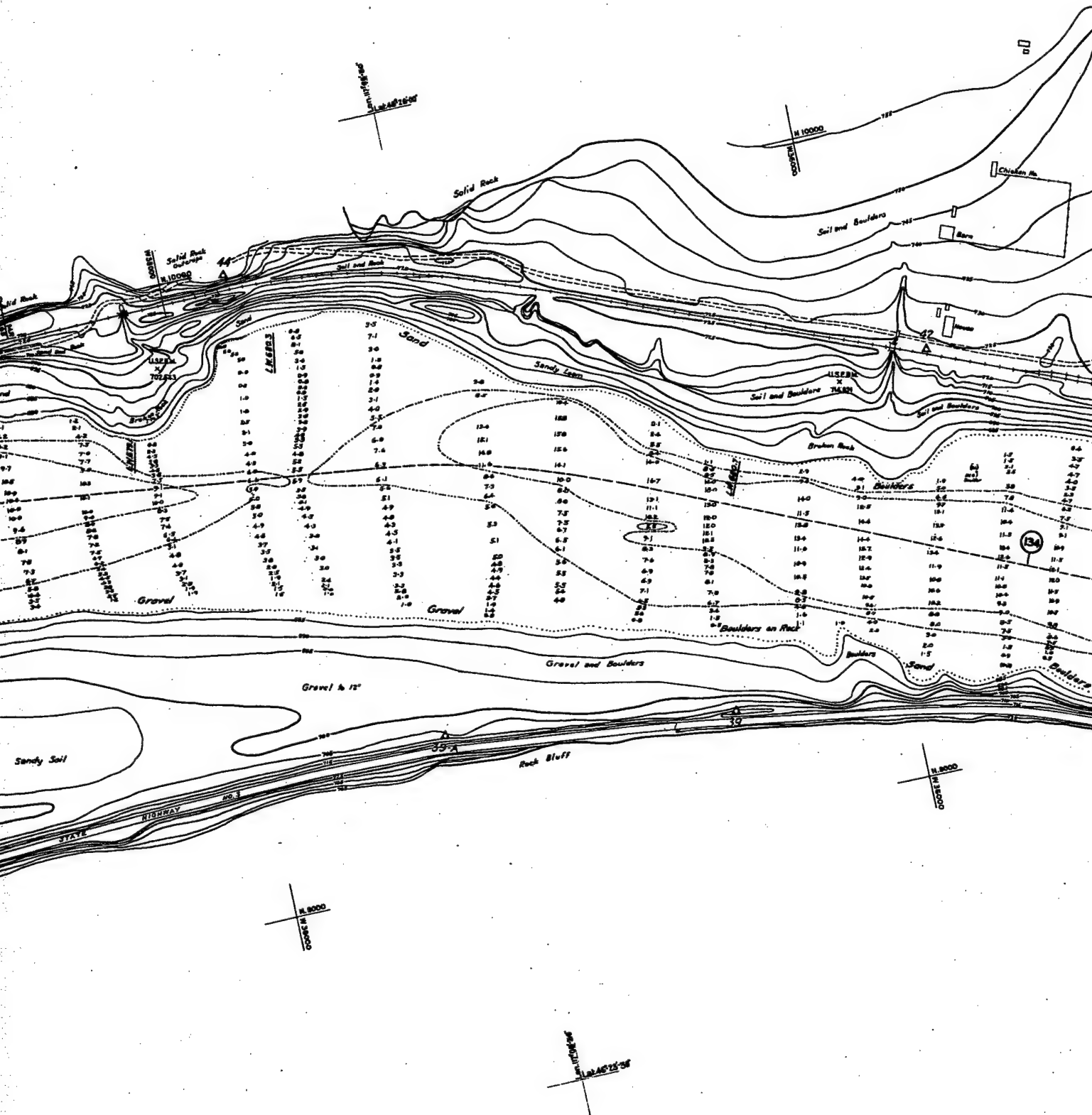
H. Williams
Major, Corps of Engineers

Drawn by J.M.B. K.G.W.

Transmitted with report dated June 10, 1934.

SN-1-12/118





NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT INDIANA, EL. 512.6 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1980 ADJUSTMENT.)

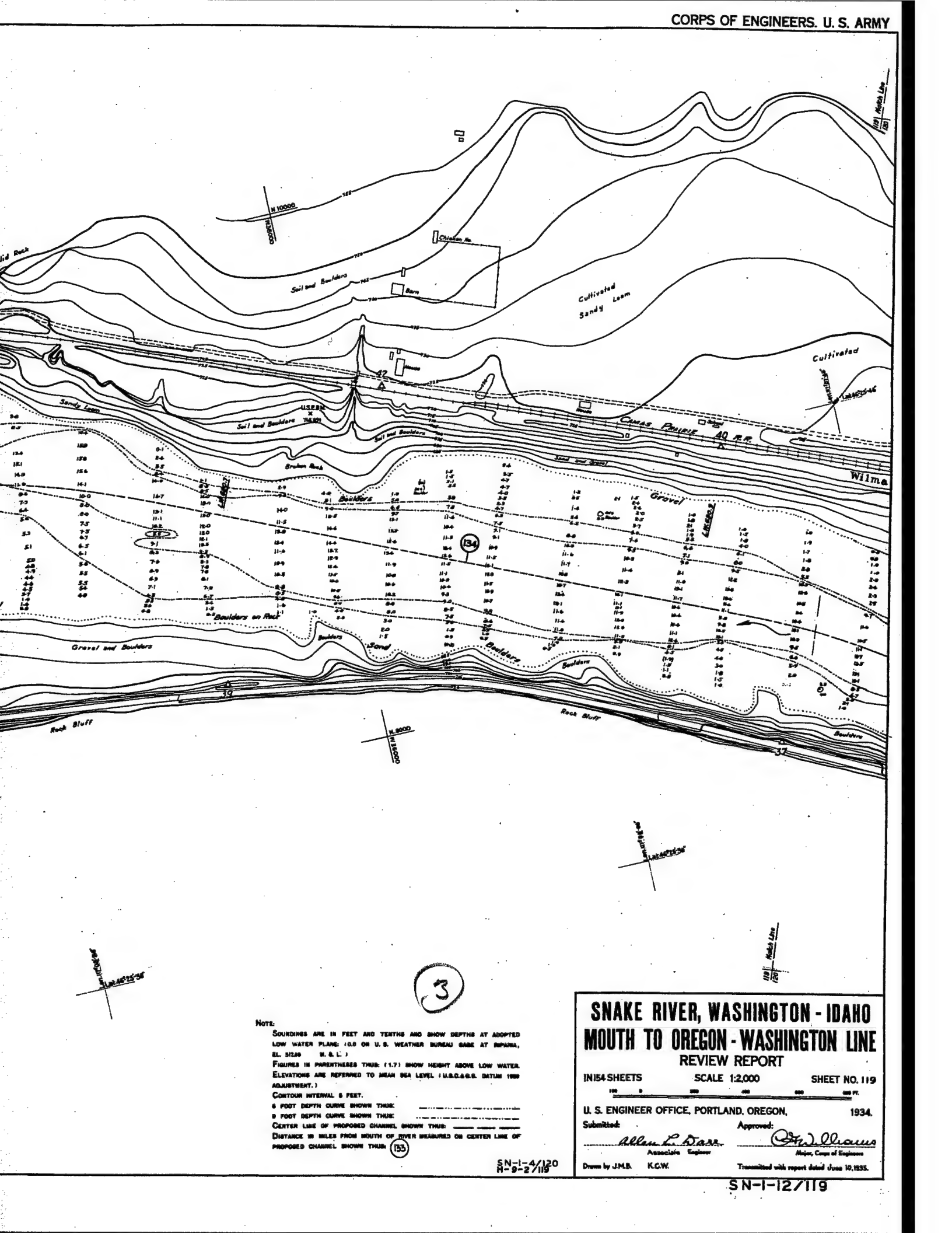
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (133)



SOUNDINGS ARE IN FEET AND TENTHS AND SNOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 OR U.S. WEATHER BUREAU GAGE AT SUPARNA, EL 31240 M. & L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.2)

IN154 SHEETS SCALE 1:2,000 SHEET NO. 119

Submitted: _____ Approved: _____

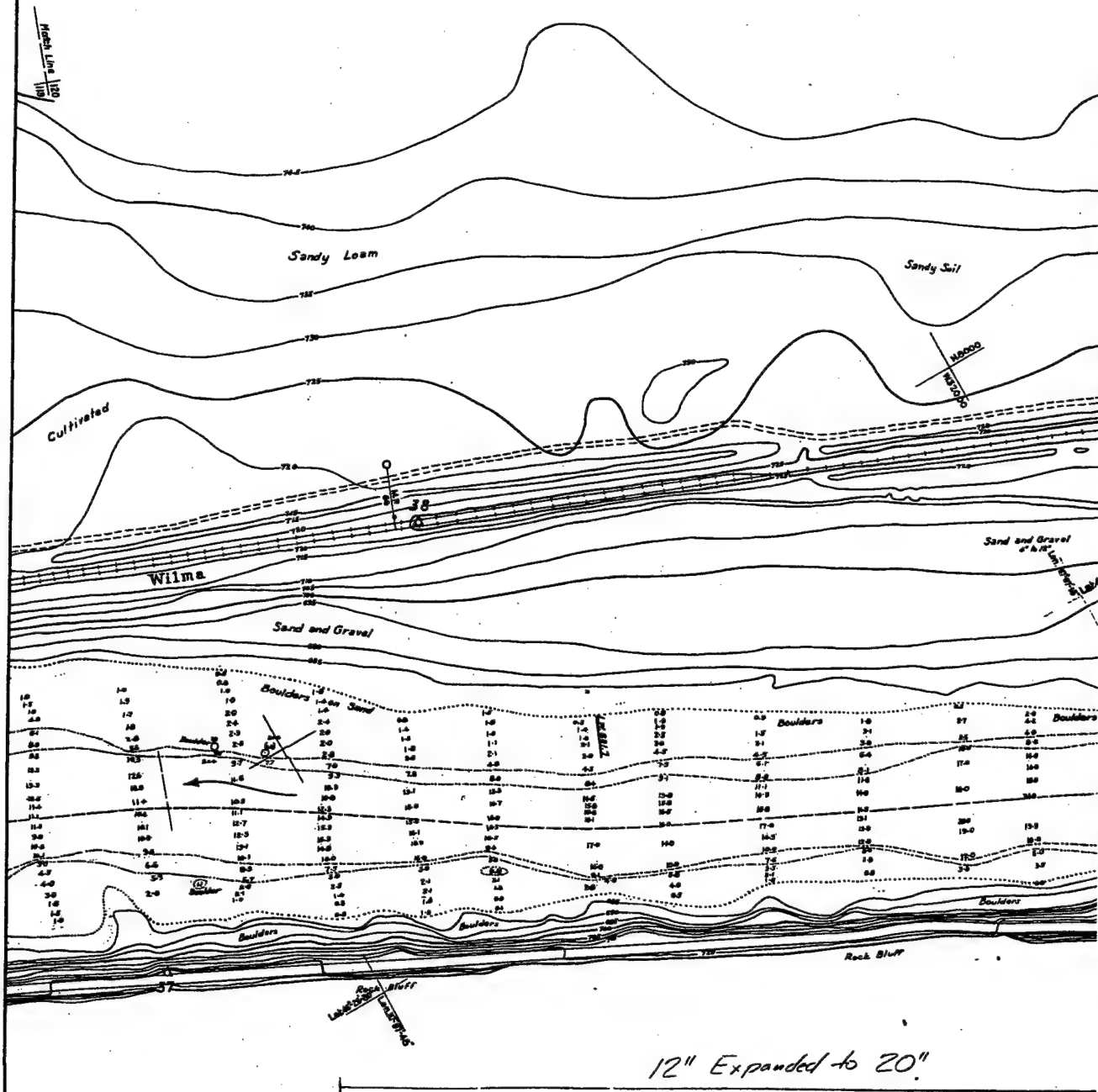
Allen L. Darr
Associate Engineer

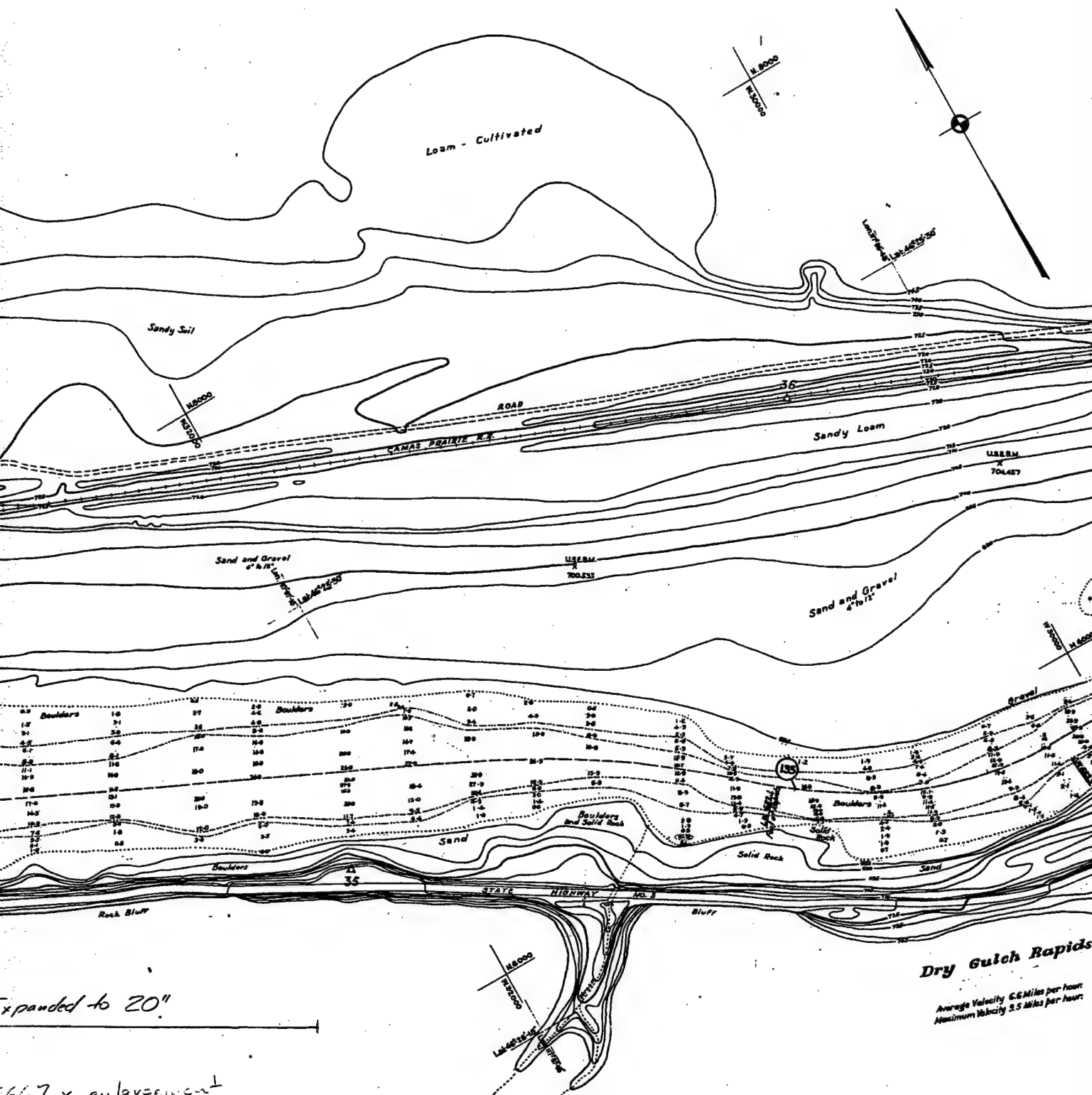
St. Williams
Chief, Crew of Engineers

Drawn by J.M.B. K.G.W. Transmitted with report dated June 10, 1935.

SN-1-4/120
H-9-2/119

SN-1-127119





6667 x enlargement
67%

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U. S. WEATHER BUREAU GAGE AT INDIANA, AL. ST. 285 M. S. L.)

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

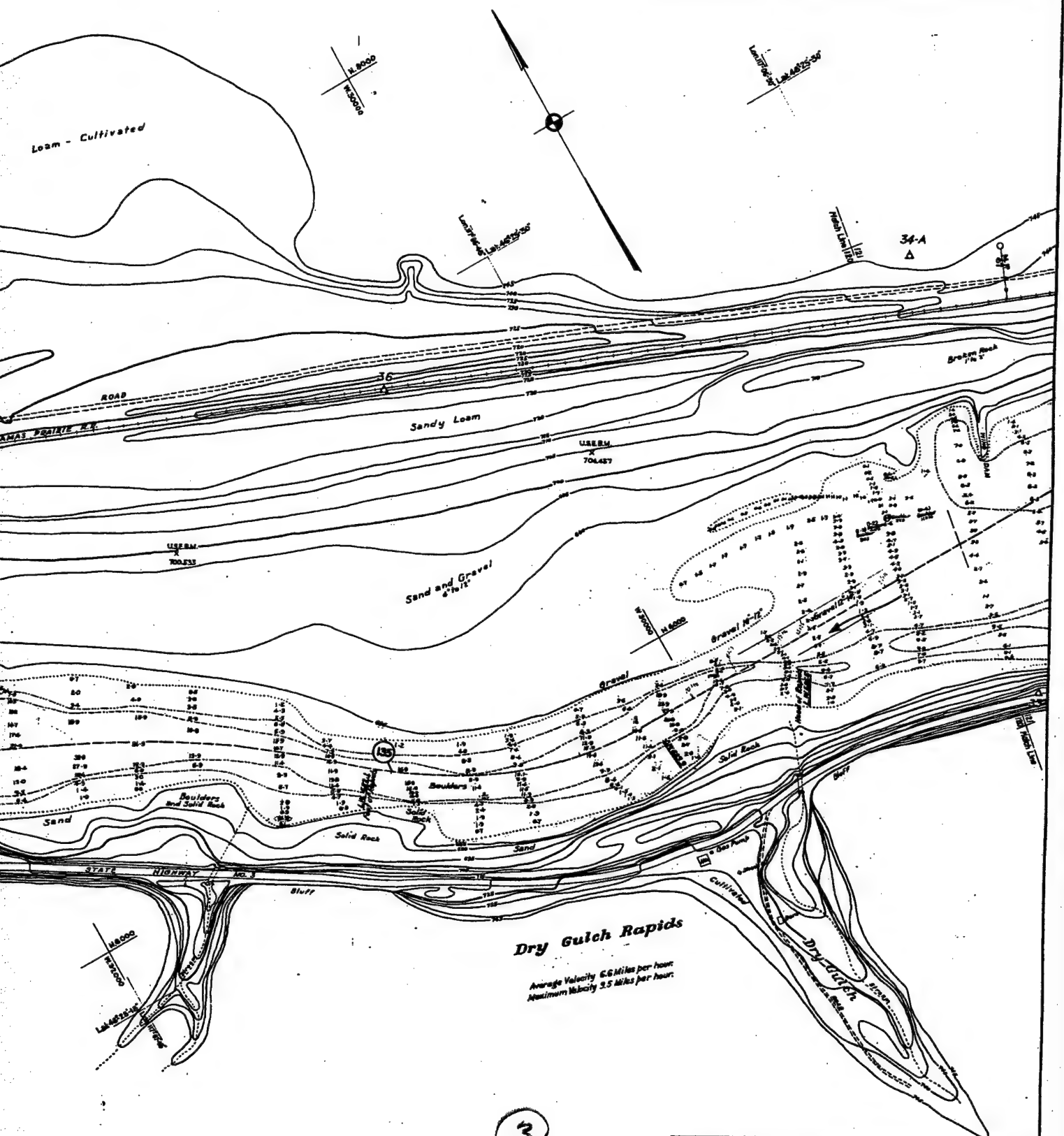
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (13.4)



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPA, W. L. 512.5 M. S. L. 1.

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (154)

SN-1-9/121
R-9-2/126

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 120

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

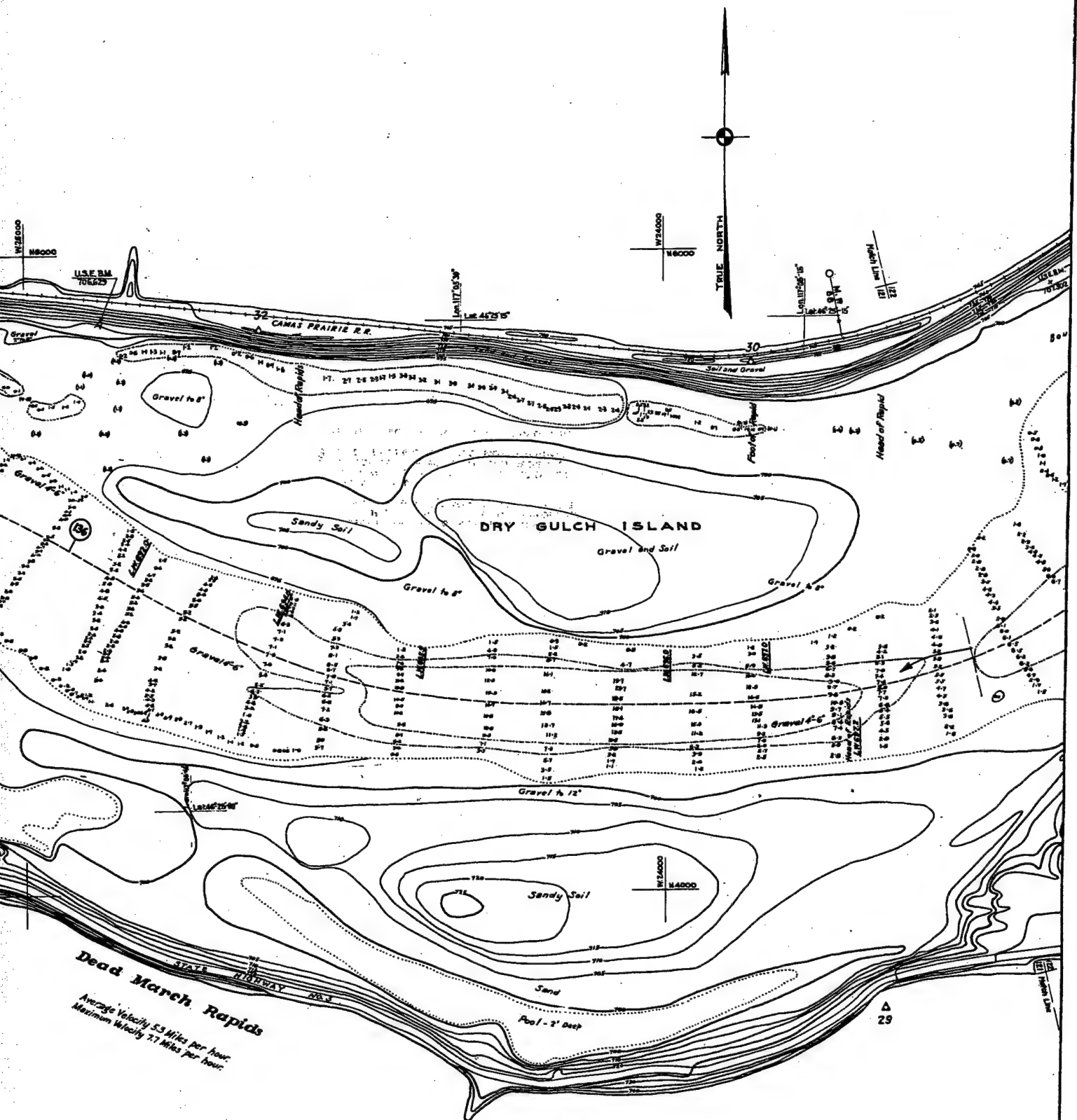
Alfred L. Darr
Associate Engineer

John L. Shaw
Major, Corps of Engineers

Drawn by J.M.B. K.G.W.

Transmitted with report dated June 10, 1935.

SN-1-12/120



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIVANA, EL. 11.15 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.A.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (136)

SN-1-4/122
H-9-2/121

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 121

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

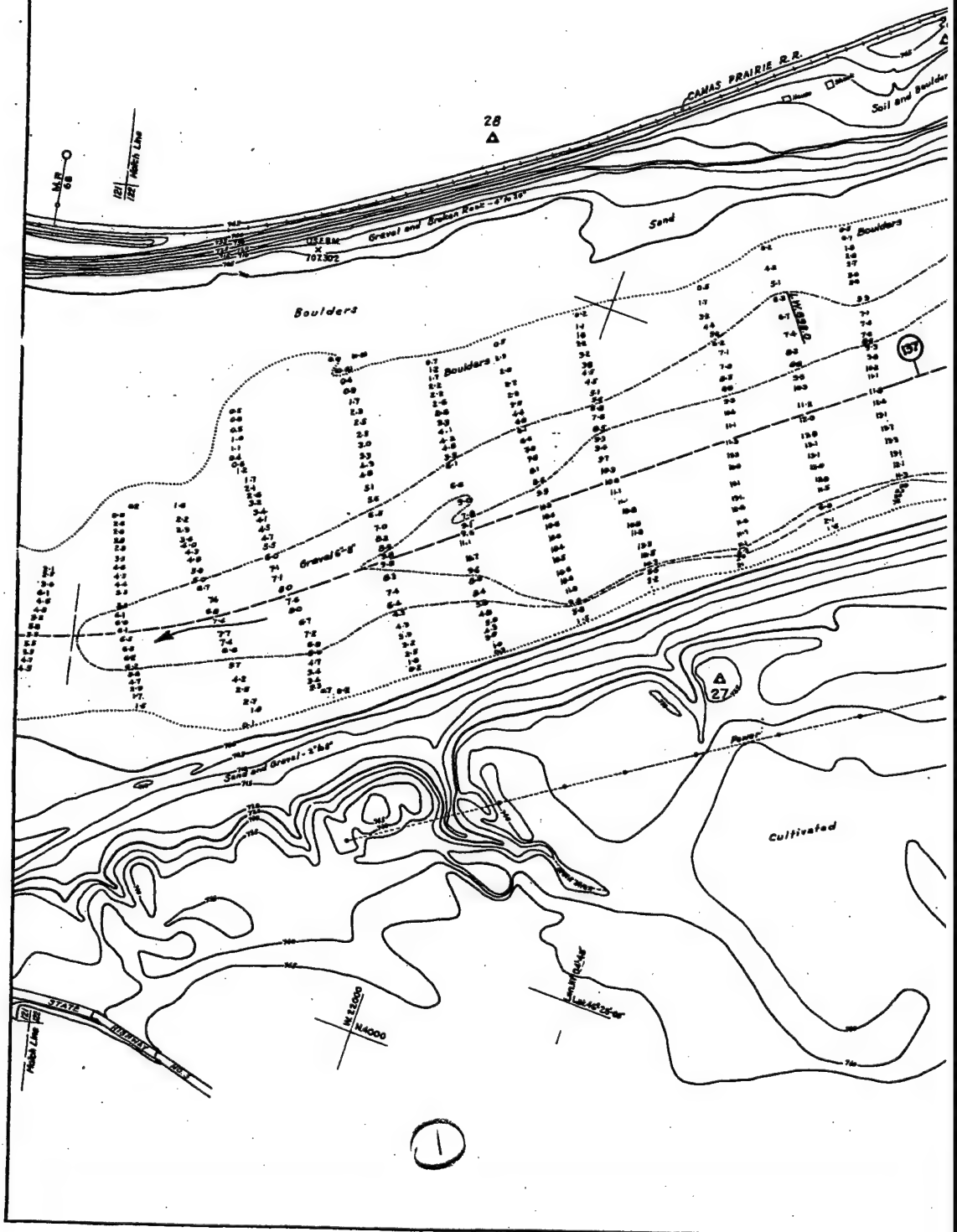
Allen L. Darr
Associate Engineer

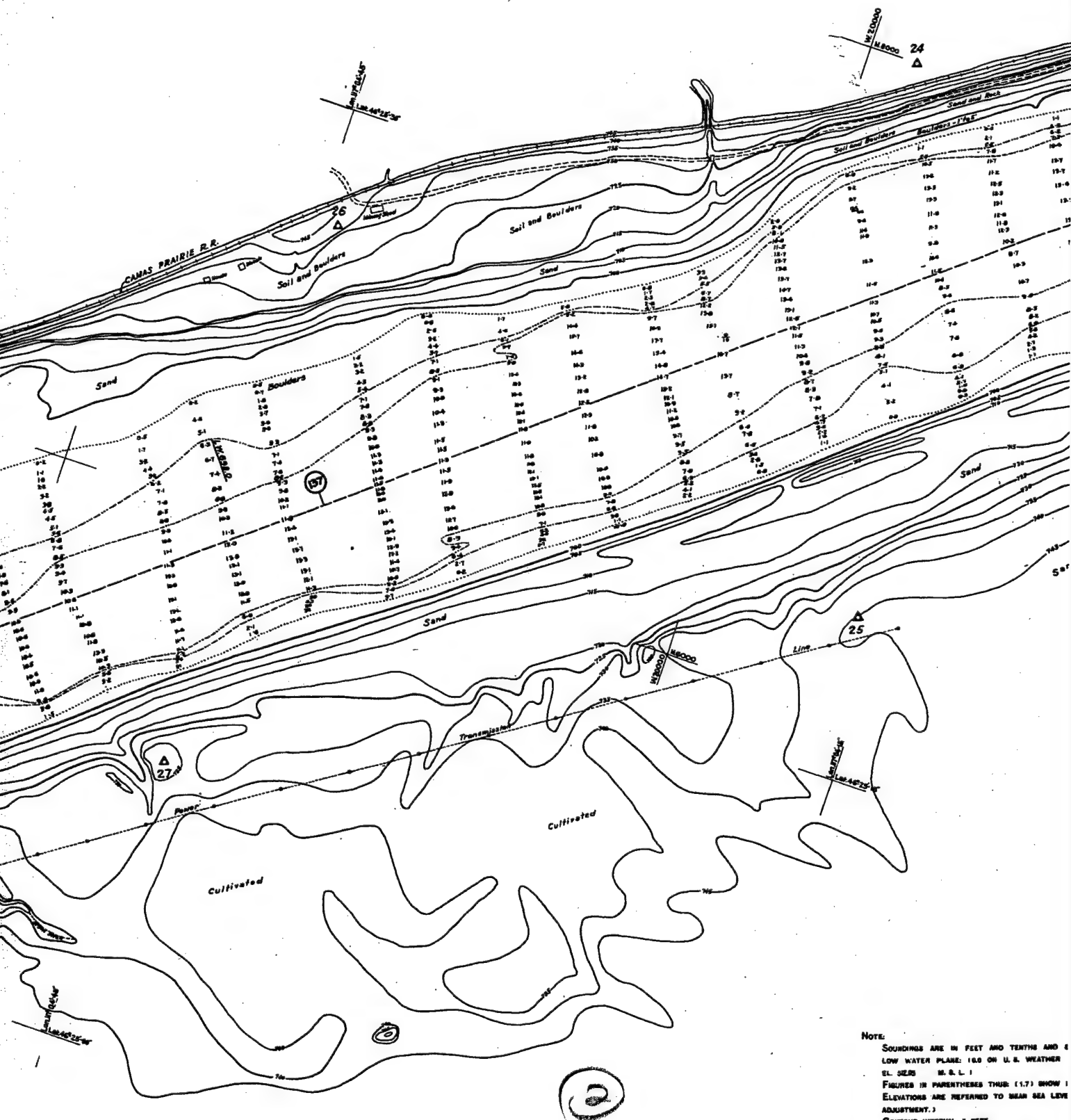
W. Williams
Major, Corps of Engineers

Drawn by JMB. KGW

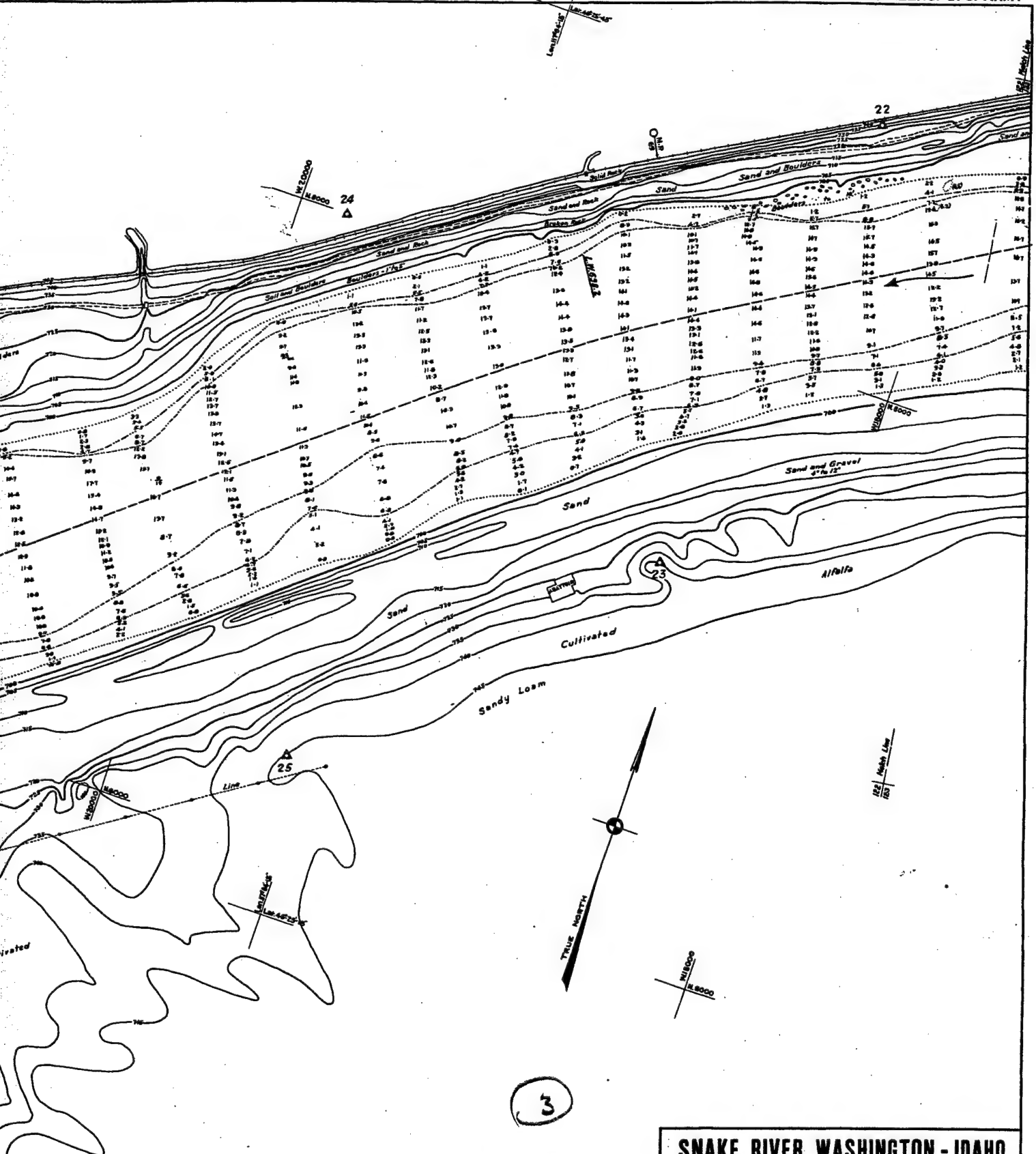
Transmitted with report dated June 10, 1935.

SN-1-12/121





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND
 LOW WATER PLANE: 10.0 ON U.S. WEATHER
 EL. SIZES M. & L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
 ADJUSTMENT.
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN
 DISTANCE IN MILES FROM MOUTH OF RIVER SEE
 PROPOSED CHANNEL SHOWN THUS: (51)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.8 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.8 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (5.1)

SN-1-4/123
H-9-2/122

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 122

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

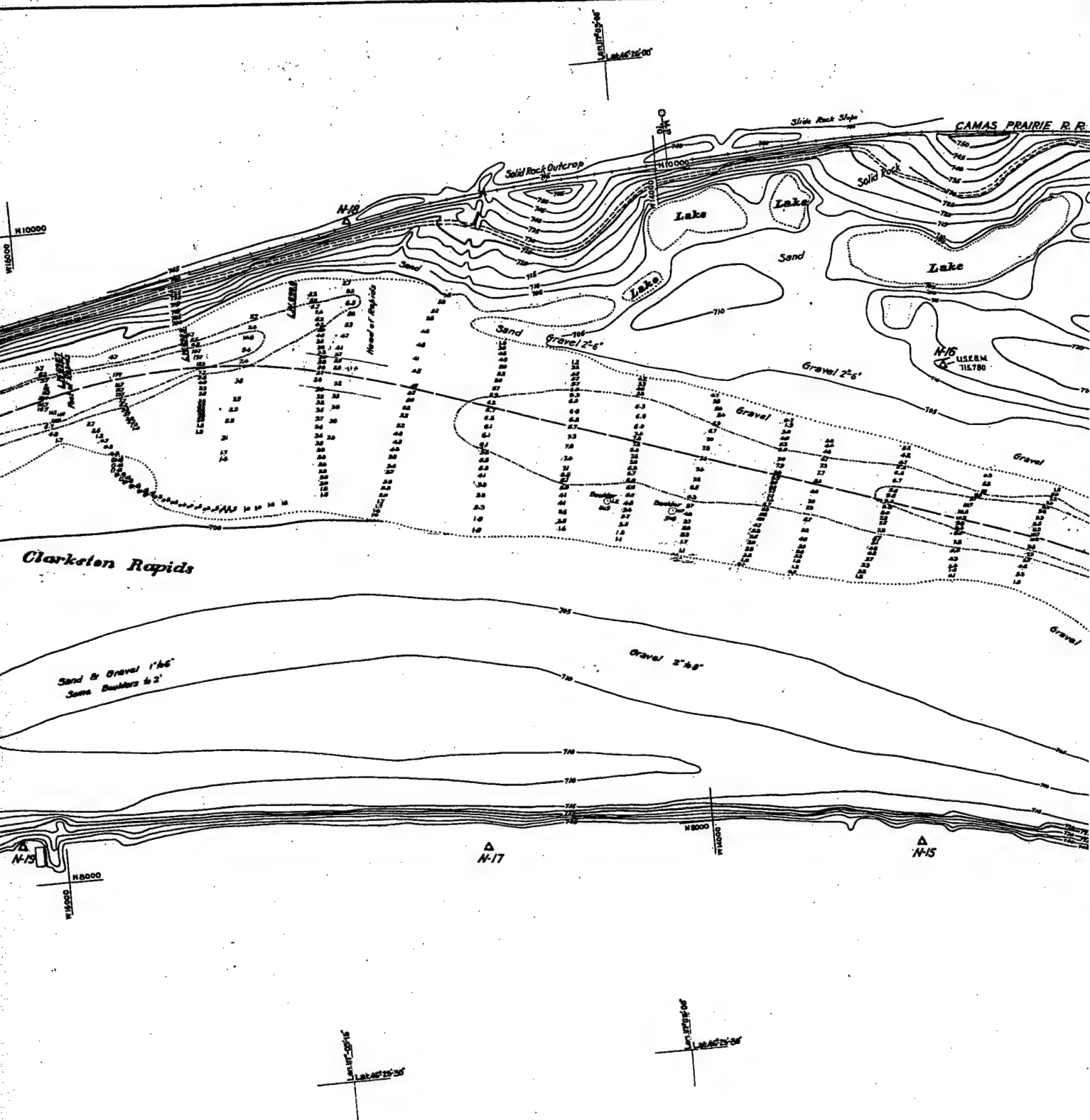
Allen L. Barr
Associate Engineer

W. L. Williams
Major, Corps of Engineers

Drawn by J.M.B. K.G.W.

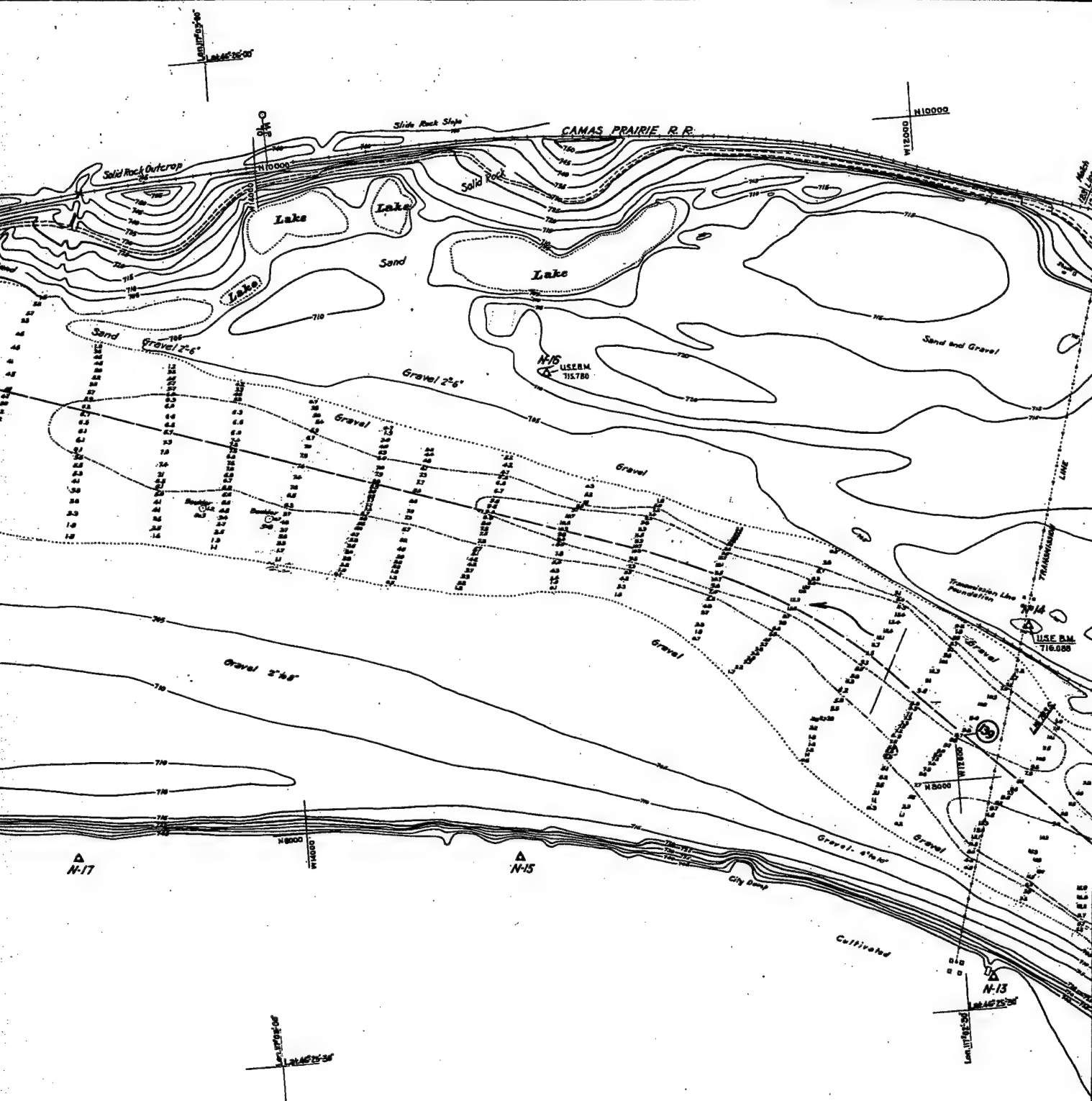
Transmitted with report dated June 10, 1935.

SN-1-12/122



(2)

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
 EL. 82.8
 M. S. L. 1'
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 5 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (58)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA, EL. 814.8 (M.S.L.).

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.S.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (12.5)

3

1/2" = 100'
 1/4" = 50'
 1/8" = 25'

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 123

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. H. Williams
Major, Corps of Engineers

Drawn by J.M.B. E.L.W.

Transmitted with report dated June 10, 1935.

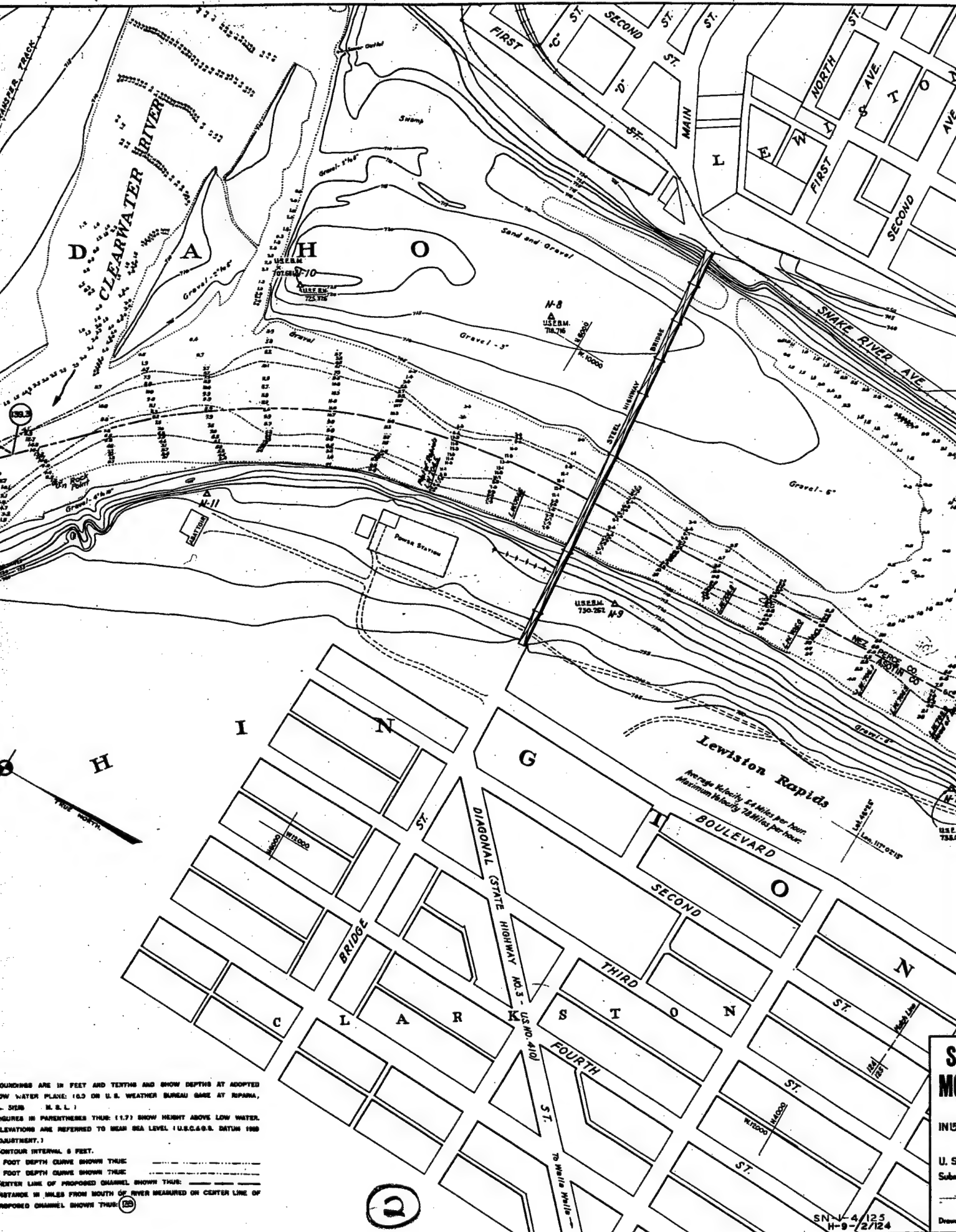
SN-1-4/124
H-9-2/123

SN-1-12/123

The map displays a topographic view of the Camas Prairie region. A dashed line represents the 'STATE LINE' running diagonally across the center. A solid line indicates the 'CENTER LINE OF PROPOSED CHANNEL' flowing from the upper left towards the lower right. Key features include:

- Topography:** Contour lines showing elevation, with labels such as '100', '110', and '120'. Areas of 'Sand and Gravel' are marked in the upper left and center.
- Infrastructure:** A 'Transmission Line Foundation' is shown in the center, and a 'City Dam' is located near the bottom center.
- Landmarks:** 'Camas Prairie P.R.' is in the upper left, and 'IDA WASH.' is in the center right. A 'Gravel Pit' is also labeled.
- Boundaries:** The 'STATE LINE' is clearly demarcated, separating different administrative areas.
- Other Features:** 'Cultivated' land is shown in the lower right, and a 'Gravel' area is marked near the bottom right.

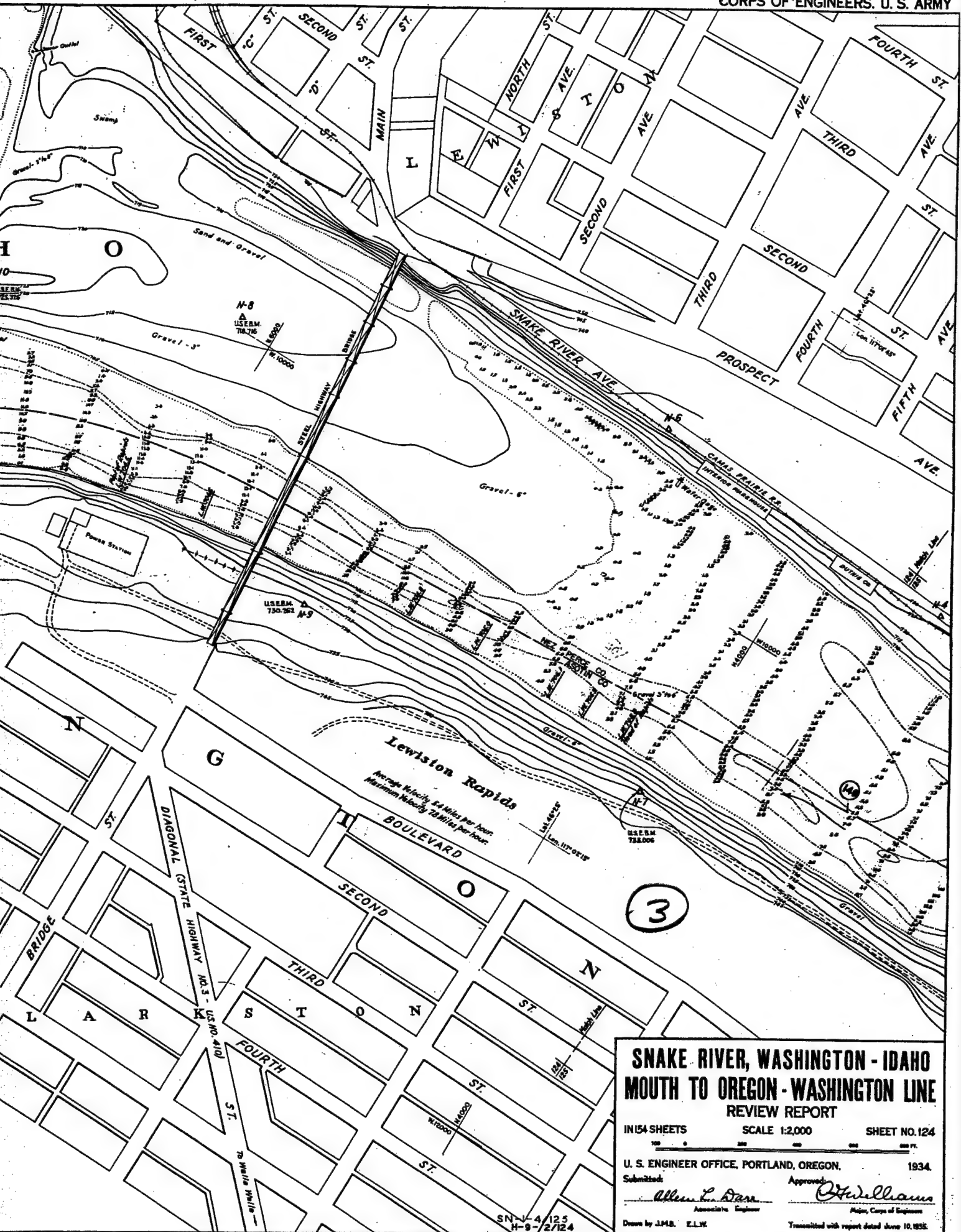
NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS
 LOW WATER PLANE: 10.0 ON U.S. W. & L. 3228
 FIGURES IN PARENTHESES THUS: (1.7) ELEVATIONS ARE REFERRED TO MEAN ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: (5)
 CENTER LINE OF PROPOSED CHANNEL
 DISTANCE IN MILES FROM MOUTH OF PROPOSED CHANNEL SHOWN THUS: (1.5)



SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.3 ON U.S. WEATHER BUREAU GAGE AT RIPANA,
 3128 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1988
 ADJUSTMENT.)
 CONTOUR INTERNAL 5 FEET.
 FOOT DEPTH CURVE SHOWN THUS: ————
 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (25)

SN-V-4/125
 H-9-2/124

S
 M
 IN 15
 U. S.
 Sub
 Draw



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 124

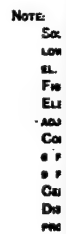
U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

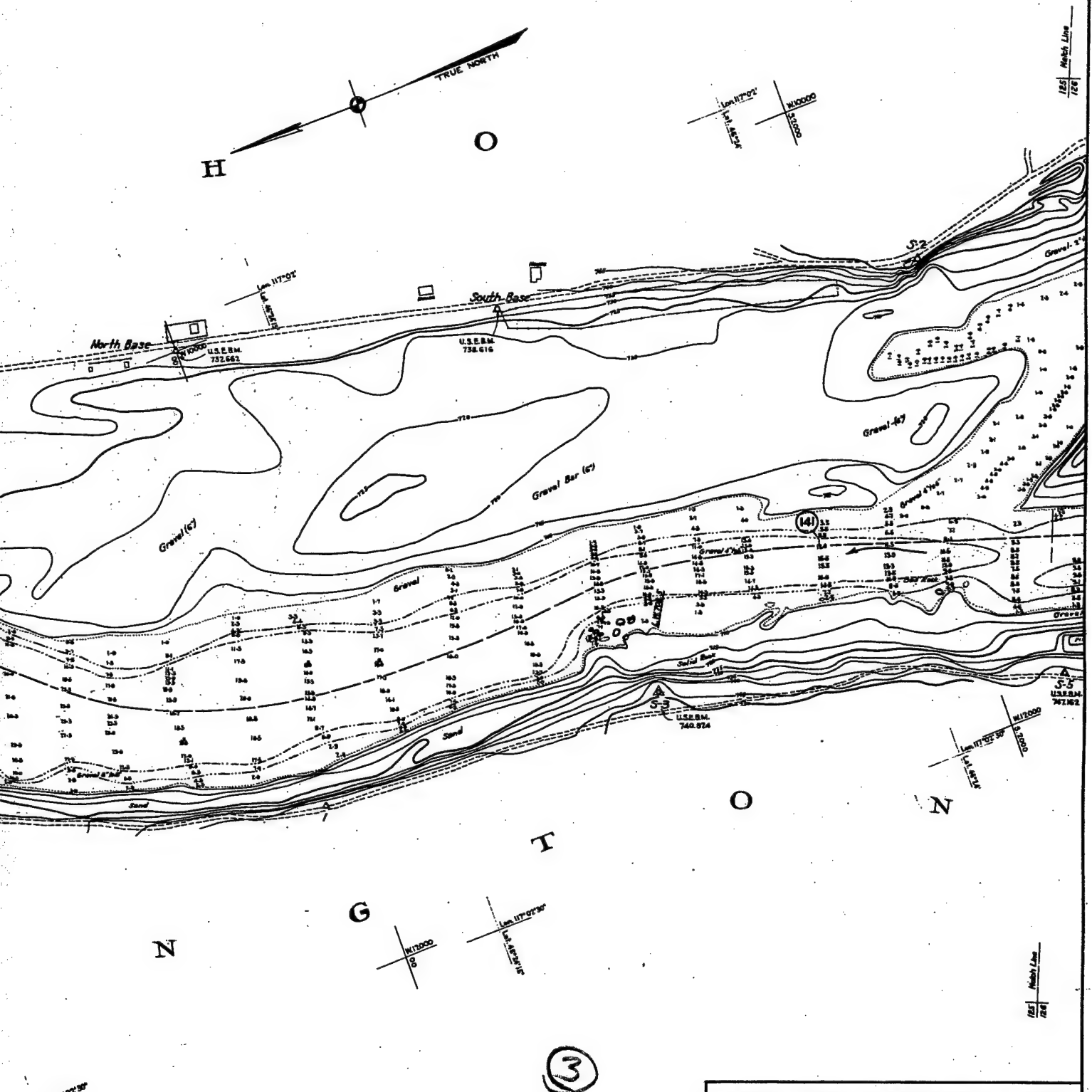
Submitted: *Allen L. Darr* Approved: *W. Williams*

Associate's Engineer Major, Corps of Engineers

Drawn by J.M.B. E.L.W. Transmitted with report dated June 10, 1935.

SN-I-12/124





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RAPARA, EL. 8126 M.S.L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN FEET FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (140)

SN-1-4/128
 W-9-2/125

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 125

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

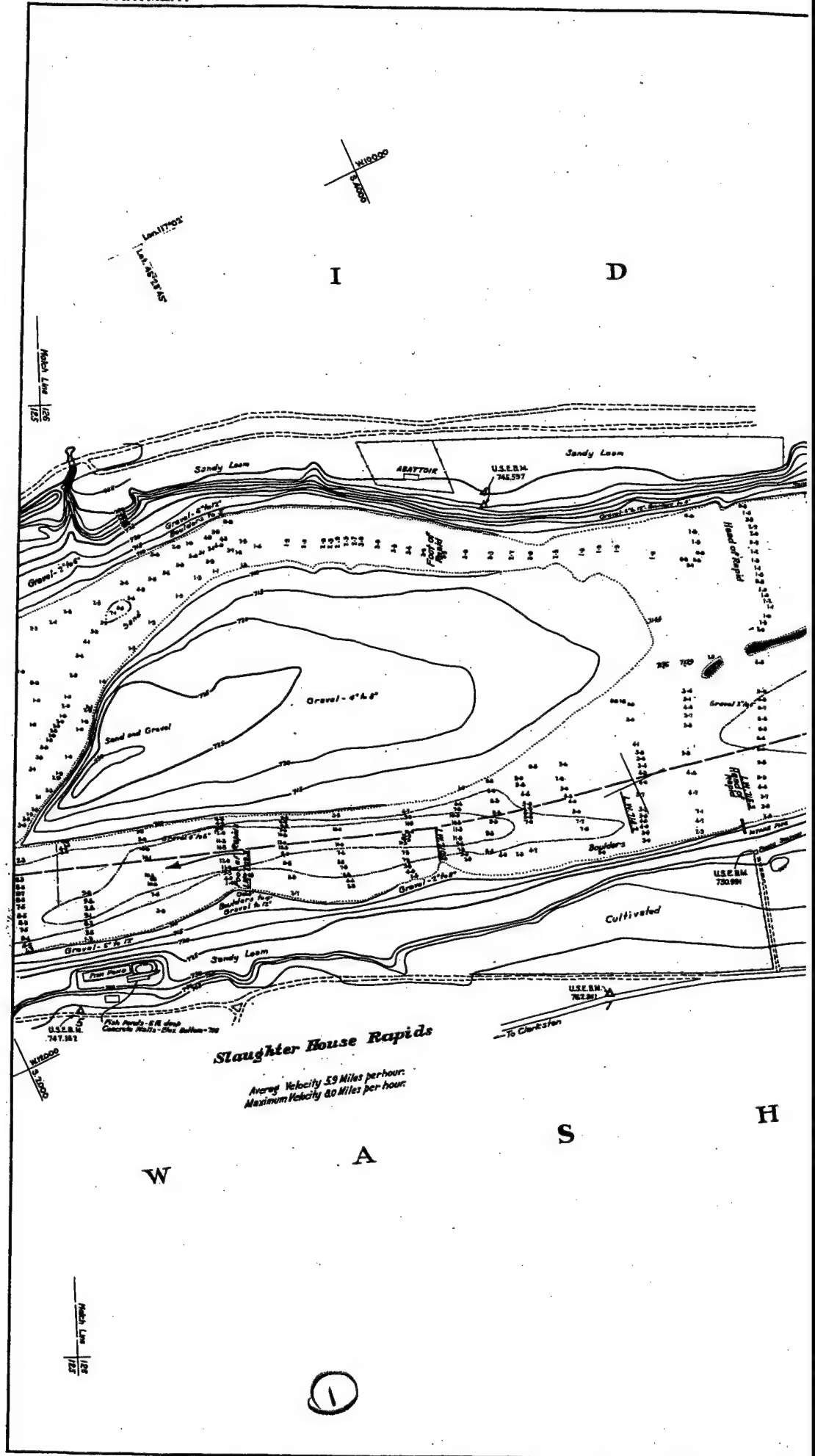
W. Williams
 Major, Corps of Engineers

Drawn by J.M.B.

N.E.F.

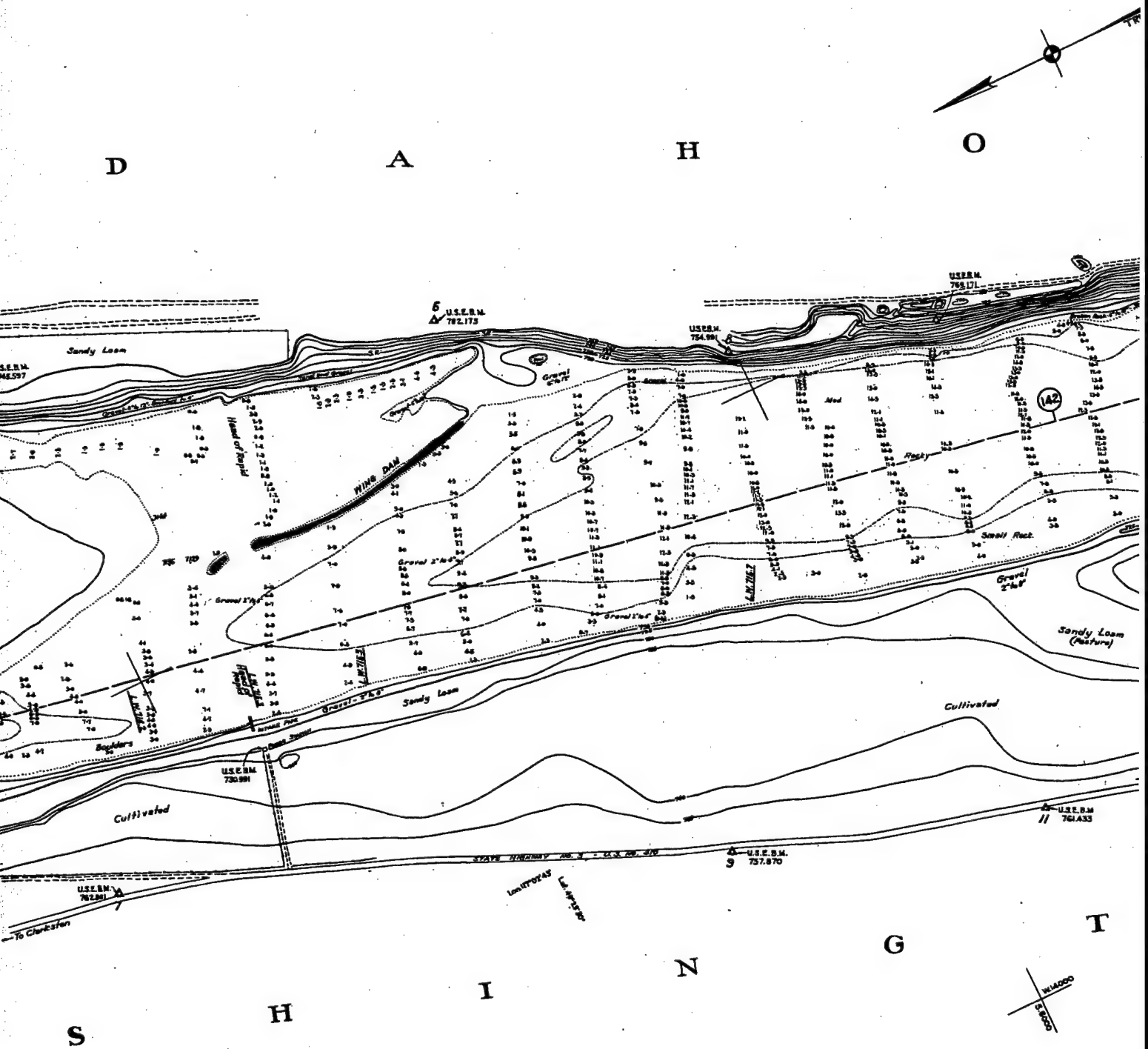
Transmitted with report dated June 10, 1935

SN-1-12/125

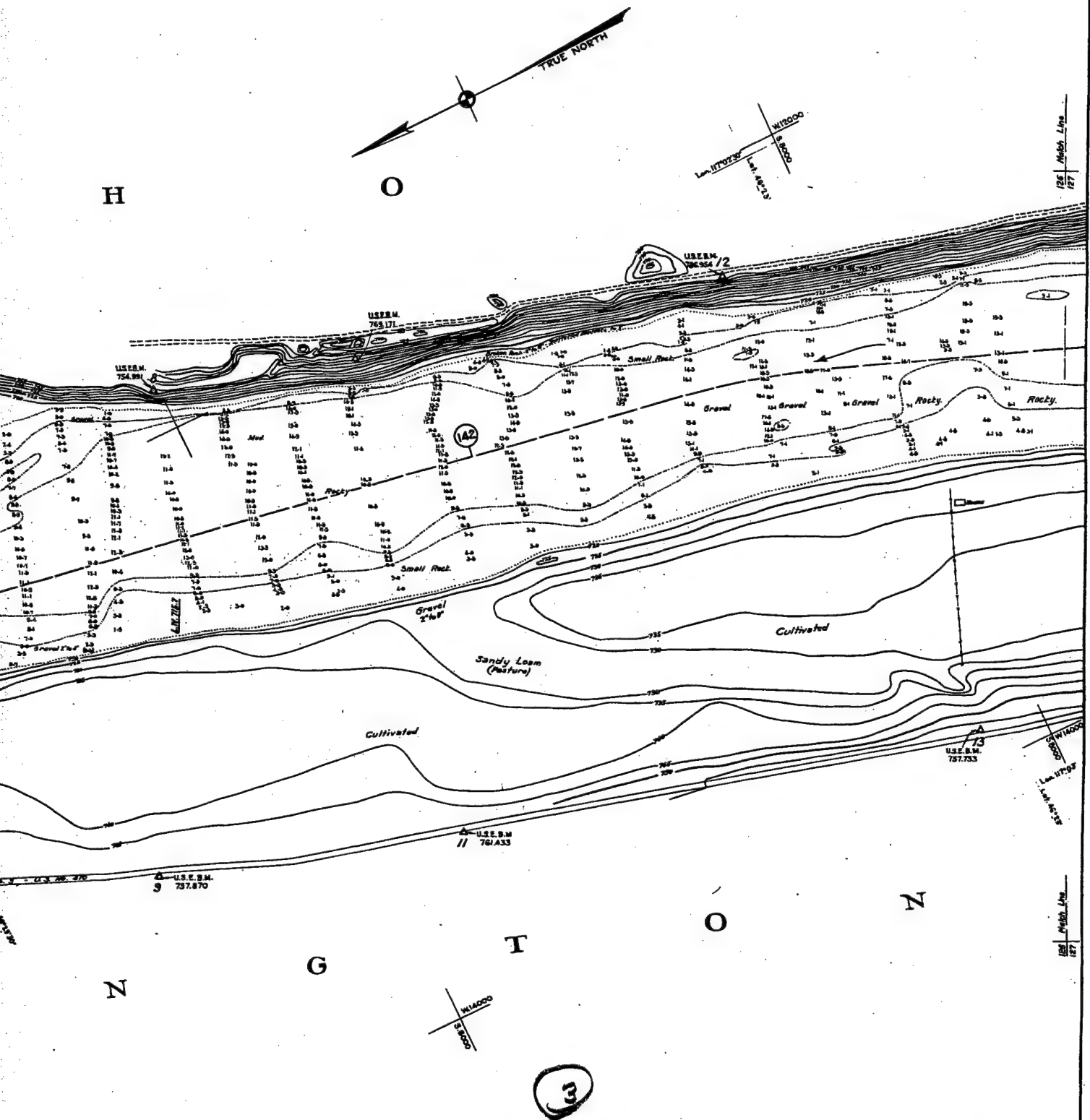


Slaughter House Rapids

Average Velocity 53 Miles per hour.
Maximum Velocity 80 Miles per hour.



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW ON
 LOW WATER PLANE (L.S. ON U.S. WEATHER BUREAU
 S.L. S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW MEAN AT
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 3 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
 PROPOSED CHANNEL SHOWN THUS: (M)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RAPAH, EL. 25.8 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER, MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.4)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN SHEETS SCALE 1:2,000 SHEET NO. 126

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. Williams
Major, Corps of Engineers

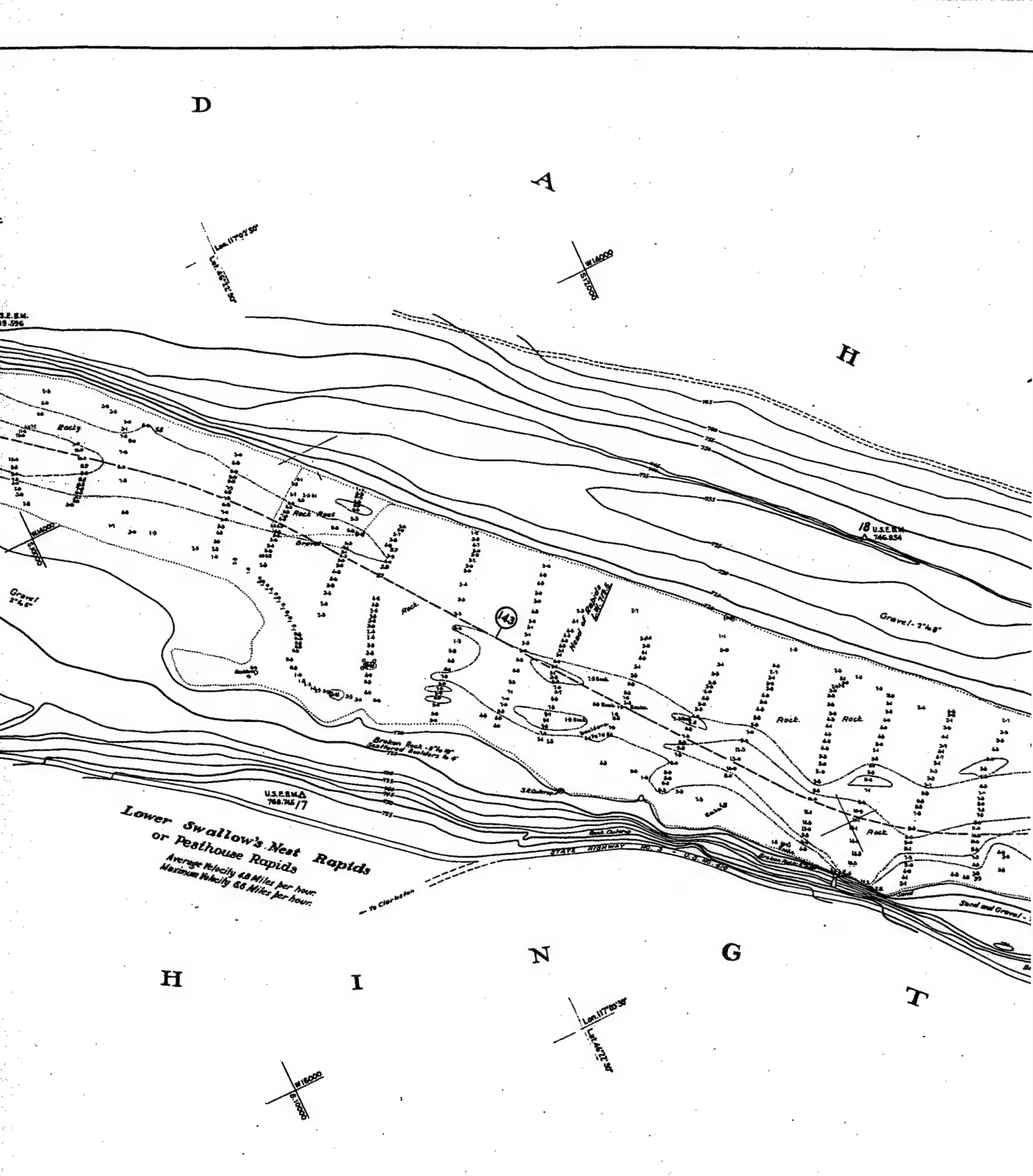
Drawn by J.M.S. N.E.F.

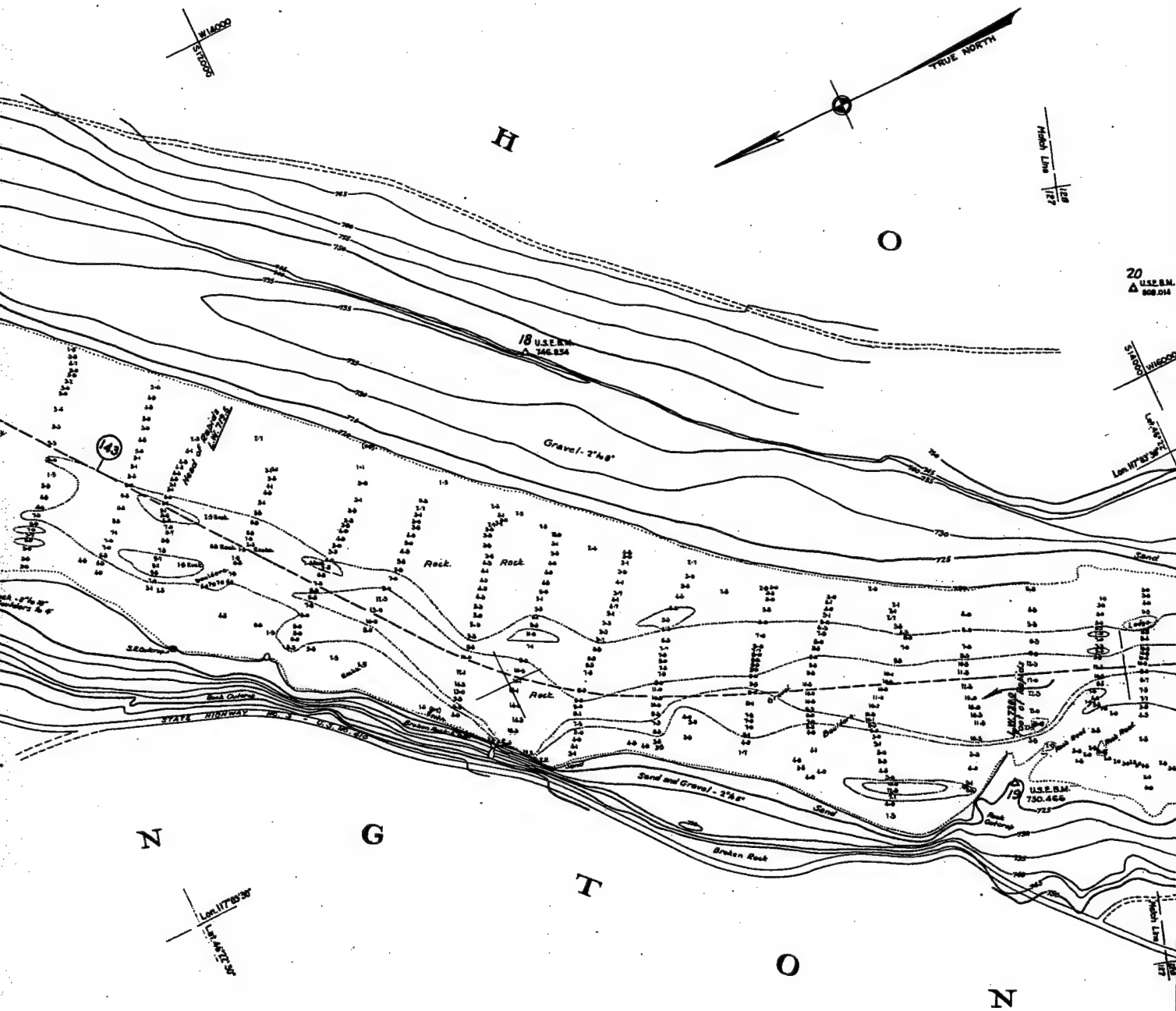
Transmitted with report dated June 10, 1935

SN-1-4/127
H-9-2/126

SN-1-12/126

This is a detailed topographic map of a coastal area. The map features contour lines indicating elevation, with labels such as 'Gravel - 2" to 4"', 'Mud', and 'Small Rocks'. Elevation points are marked with 'U.S.E.M.' and values like '788.775', '745.395', and '745.501'. A compass rose is located in the upper right, and a scale bar is in the lower left. The map is oriented with North at the top. A large 'I' is visible in the upper right corner, and a circled '1' is in the lower left corner.





NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
LOW WATER PLANE. (G.S. ON U.S. WEATHER BUREAU GAGE AT WIPAWA,
EL. SEAS. M.S.L.).
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM THIS
ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
8 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (162)

SN-1-4/128
H-9-2/127

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 127

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

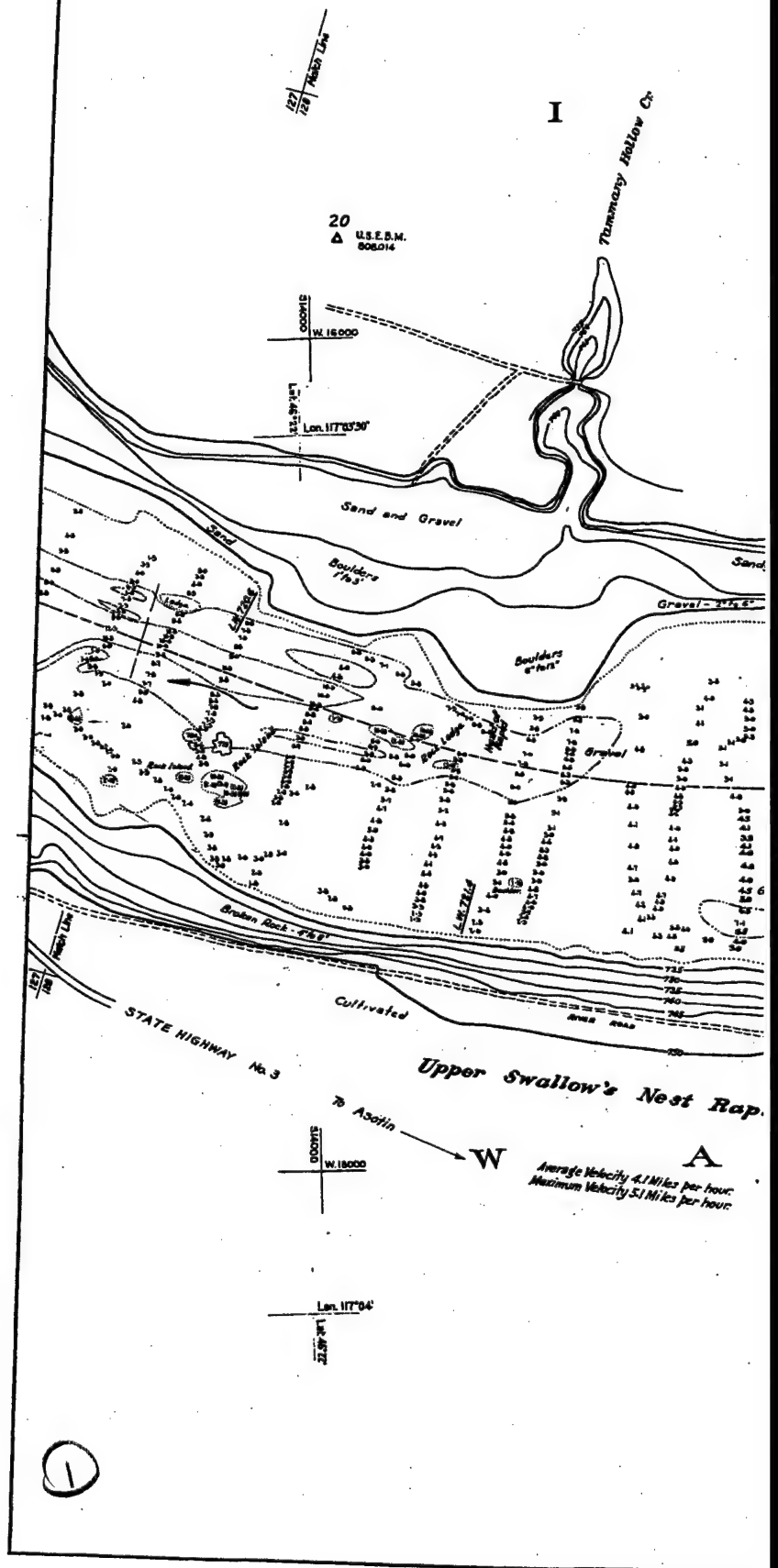
Submitted: Allen L. Darr Associate Engineer
Approved: W. Williams Major, Corps of Engineers

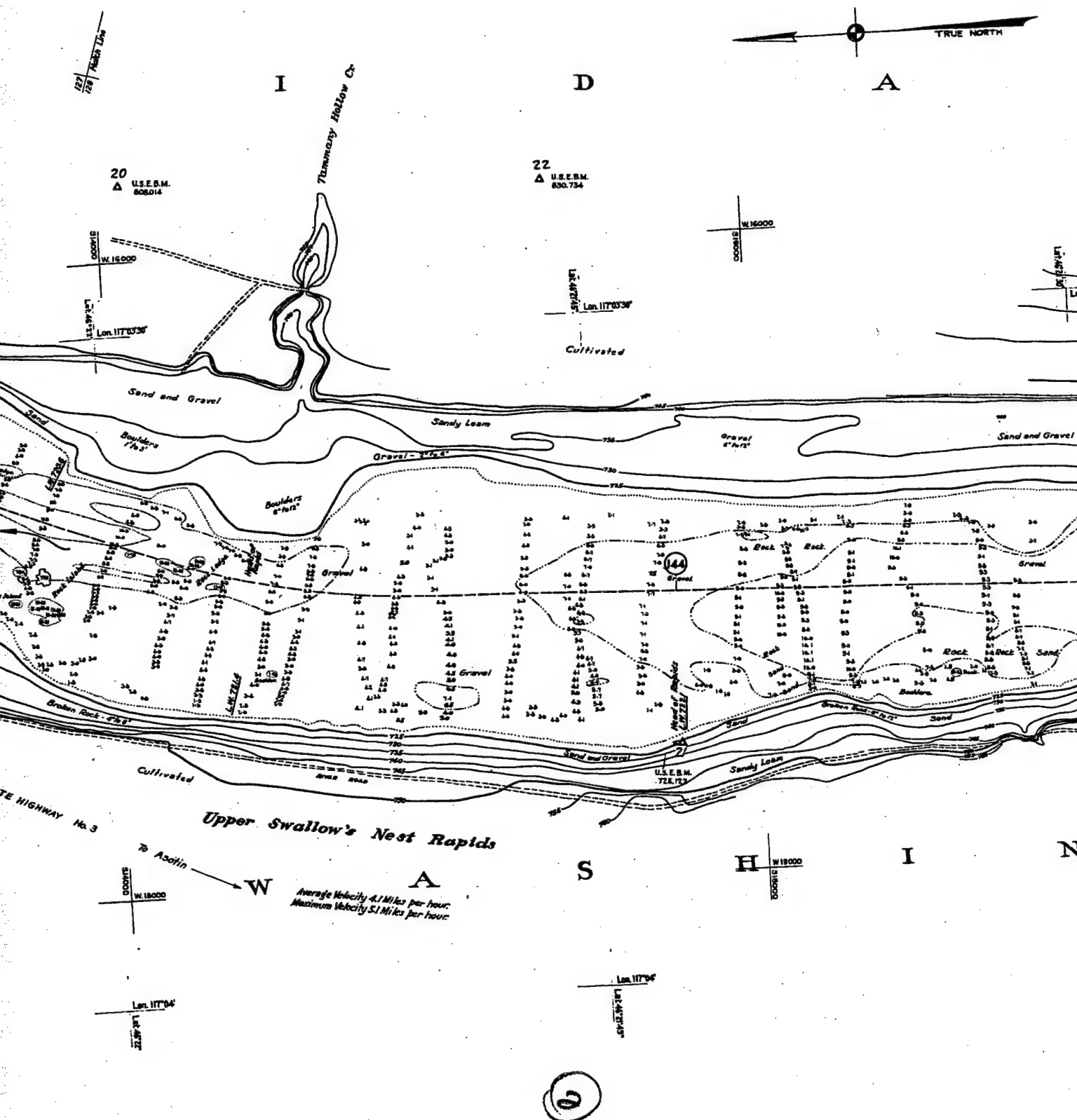
Transmitted with account dated June 10, 1953

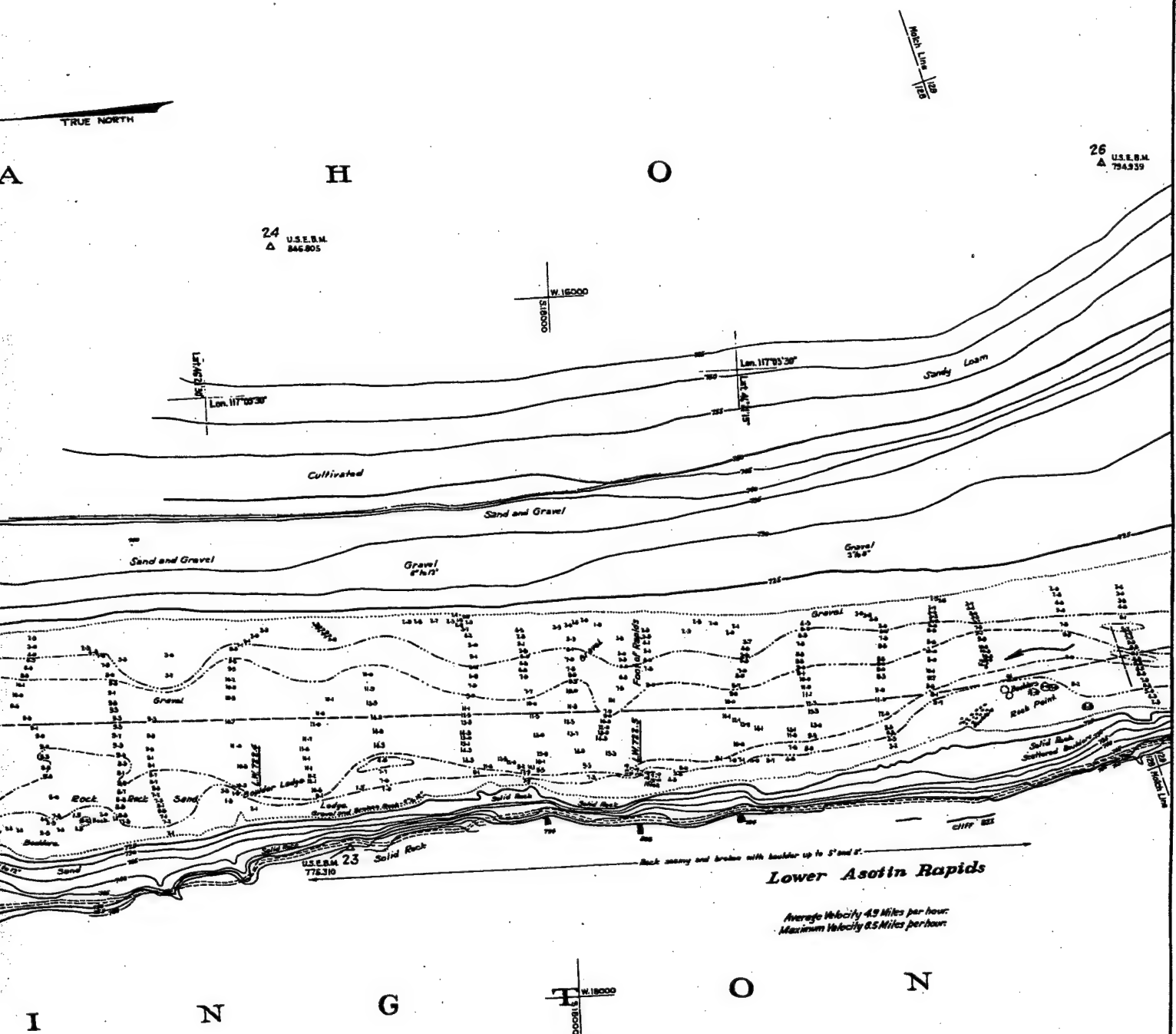
Transmitted with account dated June 10, 1935.

SN-1-12/127

WAR DEPARTMENT







NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE; 10.0 ON U. S. WEATHER BUREAU GAGE AT RAPANA, EL. 52.56 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
CONTOUR INTERNAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ————
5 FOOT DEPTH CURVE SHOWN THUS: ————
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (44)

SN-1-4/129
H-9-2/128

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

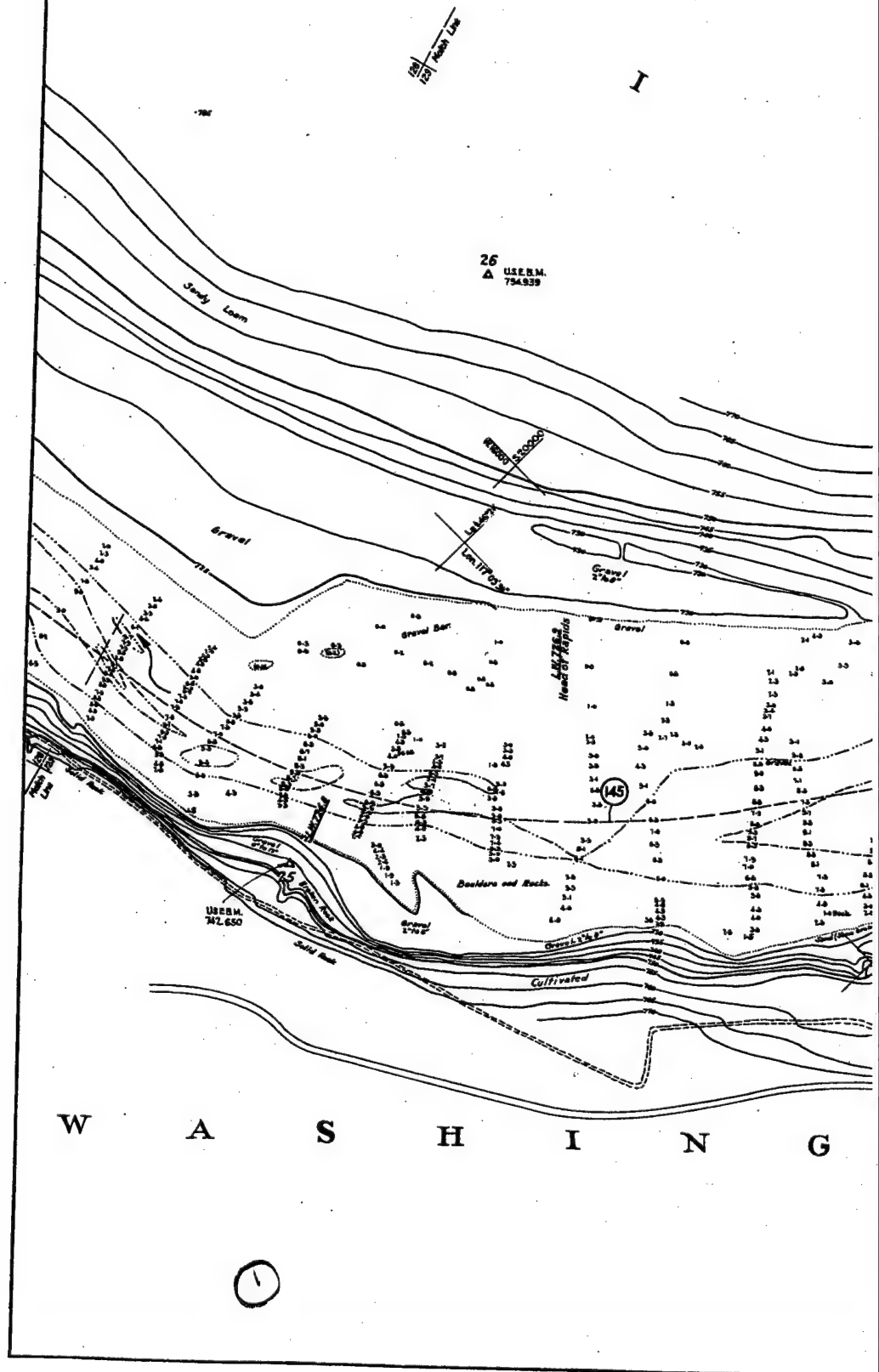
IN SHEETS SCALE 1:2,000 SHEET NO. 128

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: *Allen L. Barr* Associate Engineer
Approved: *Stullham* Major, Corps of Engineers

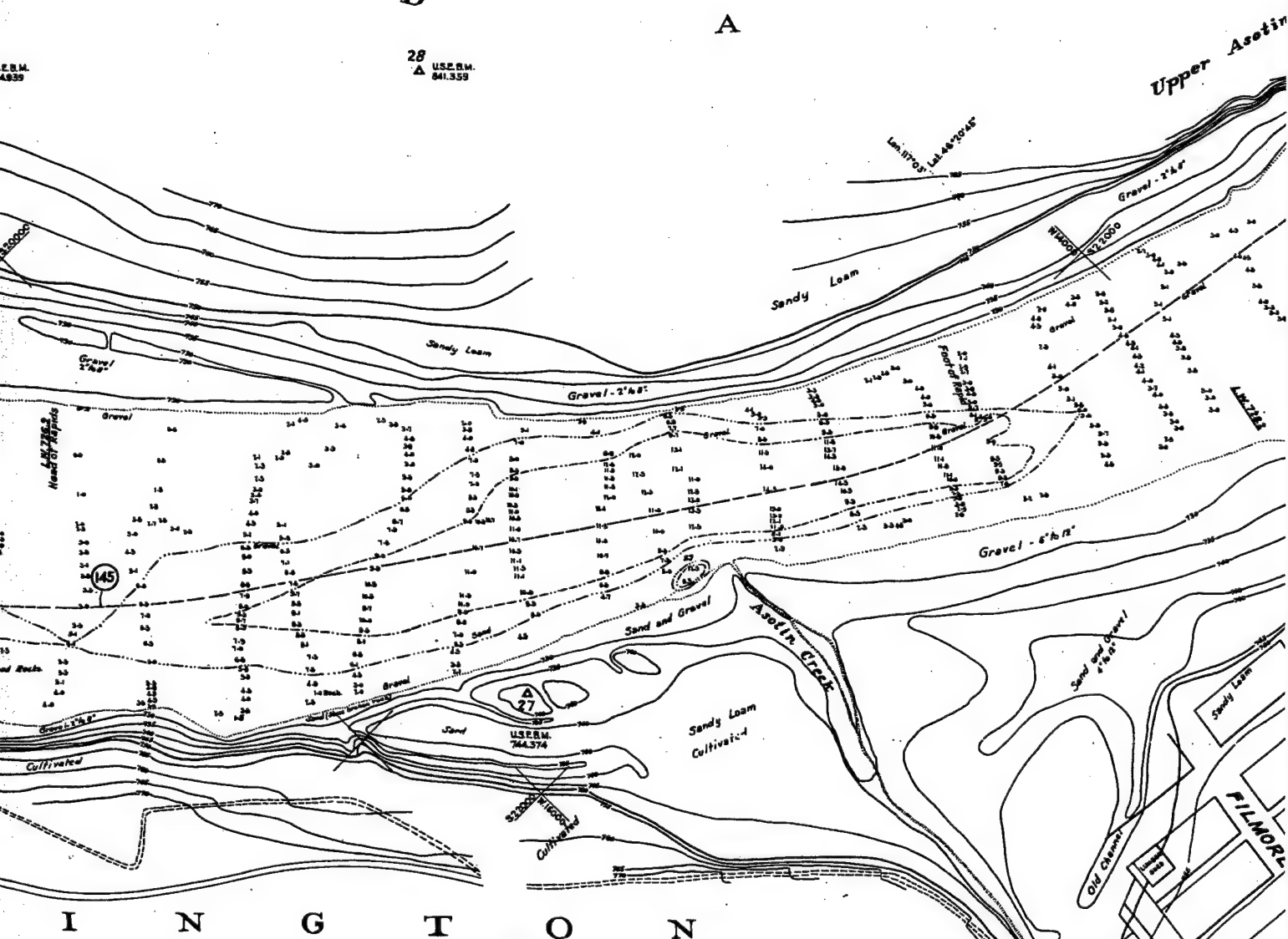
Drawn by J.M.B. N.E.T. Transmitted with report dated June 10, 1935

SN-1-12/128



E.S.M.
4839

28
U.S.E.M.
441.339



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT RYANA,
EL. 512.95 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.O.C.S. DATUM 1980
ADJUSTMENT.)
CONTOUR INTERVAL, 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ————
5 FOOT DEPTH CURVE SHOWN THUS: ————
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (45)

Match line Sheet No. 125
Sheet No. 125.1



Snake River, Washington - Idaho **Mouth to Oregon - Washington Line** **REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 129

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

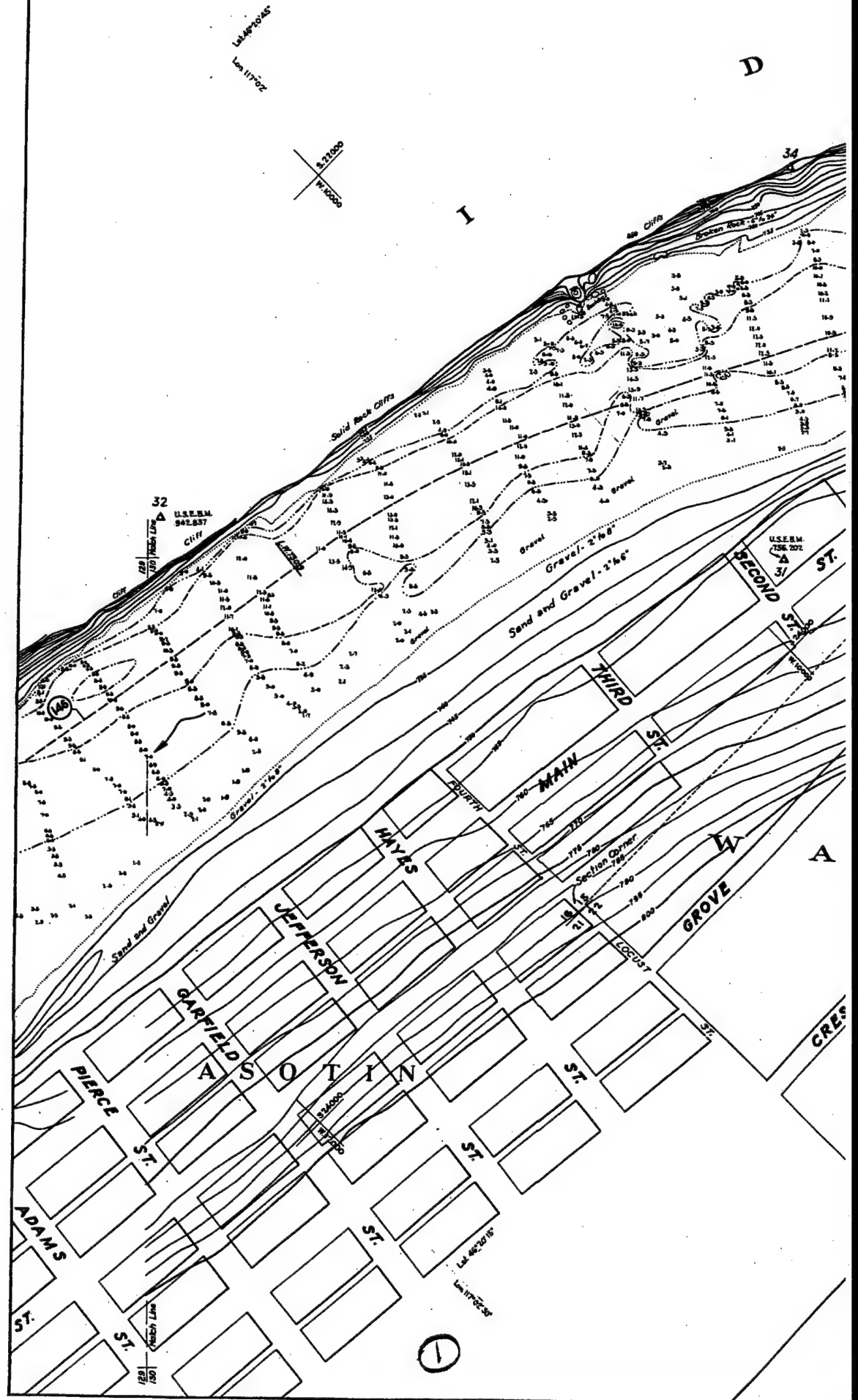
Robert L. Darr
Associate Engineer

John W. Blum
Major, Corps of Engineers

Drawn by J.M.B. H.E.E.

Transmitted with report dated June 10, 1935

SN-1-12/129



A

H

O



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH AT ADOPTED LOW WATER PLANE, 10.0 ON U. S. WEATHER BUREAU GAGE AT RICHMOND, EL. 32.25 (M.S.L.).

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1988 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.7)

SN-1-4/131
H-9-2/130

Revised - Additional topography added May, 1956.

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 130

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

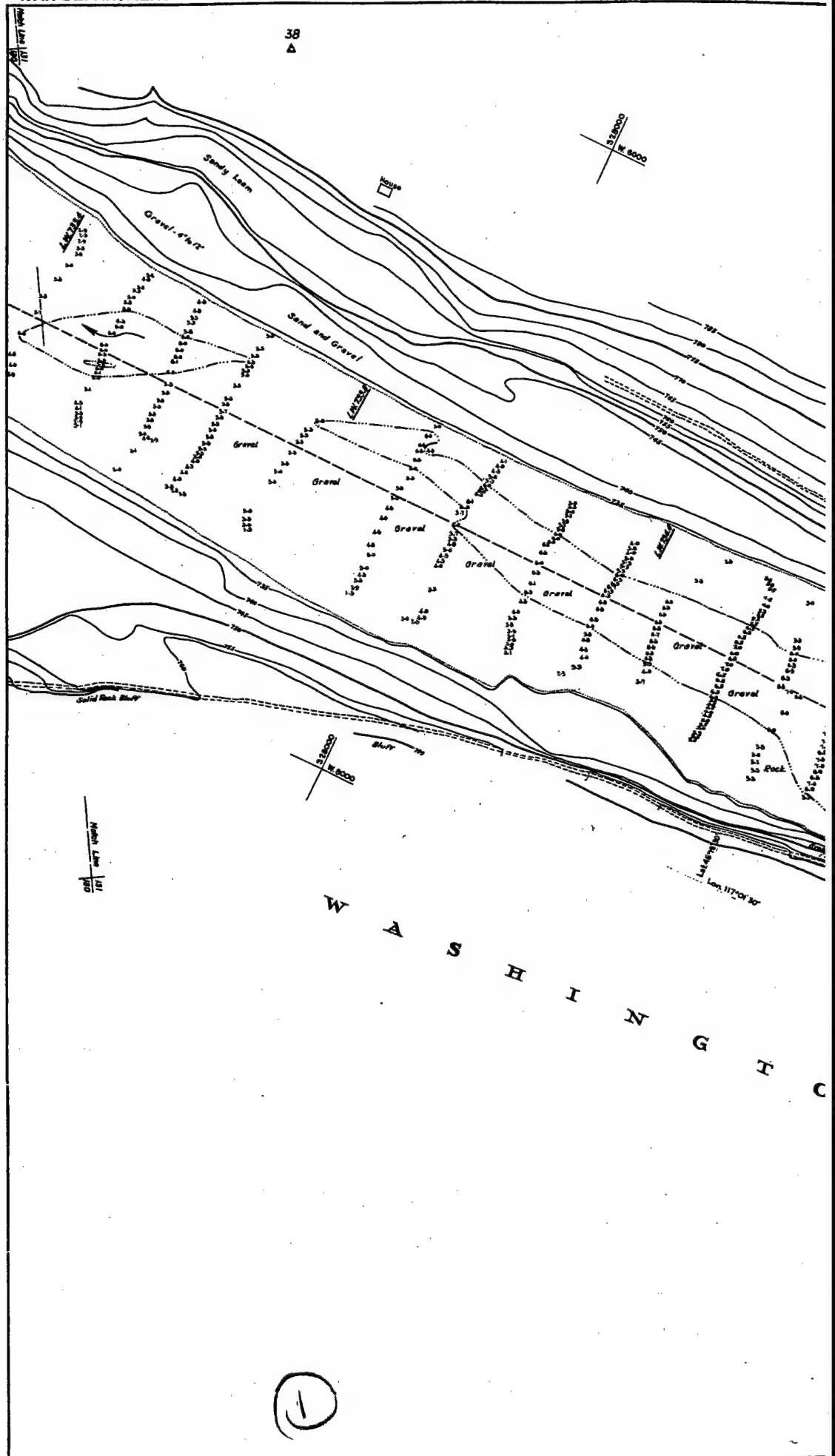
Approved:

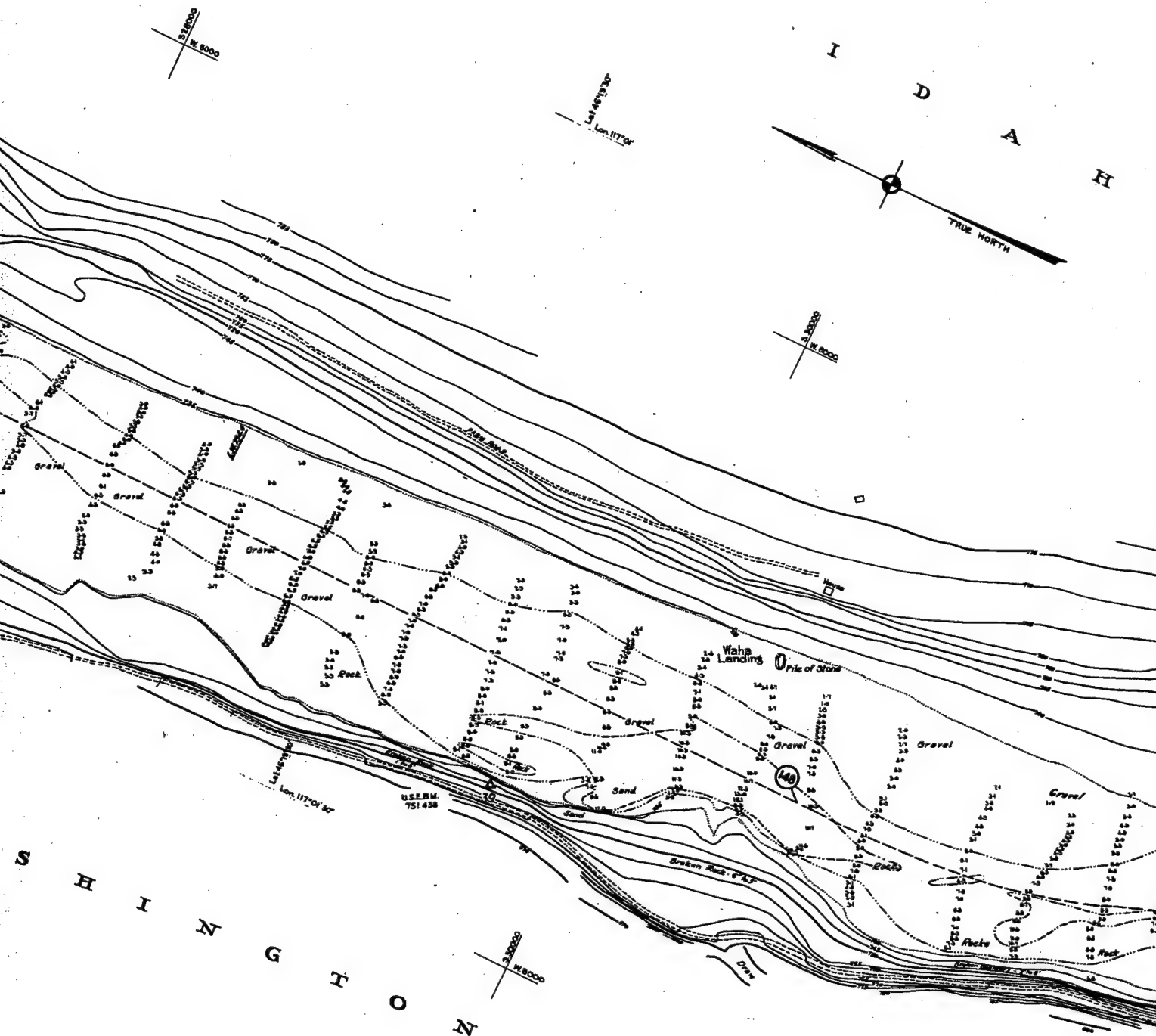
Allen L. Dase
Associate Engineer

W. Williams
Major, Corps of Engineers

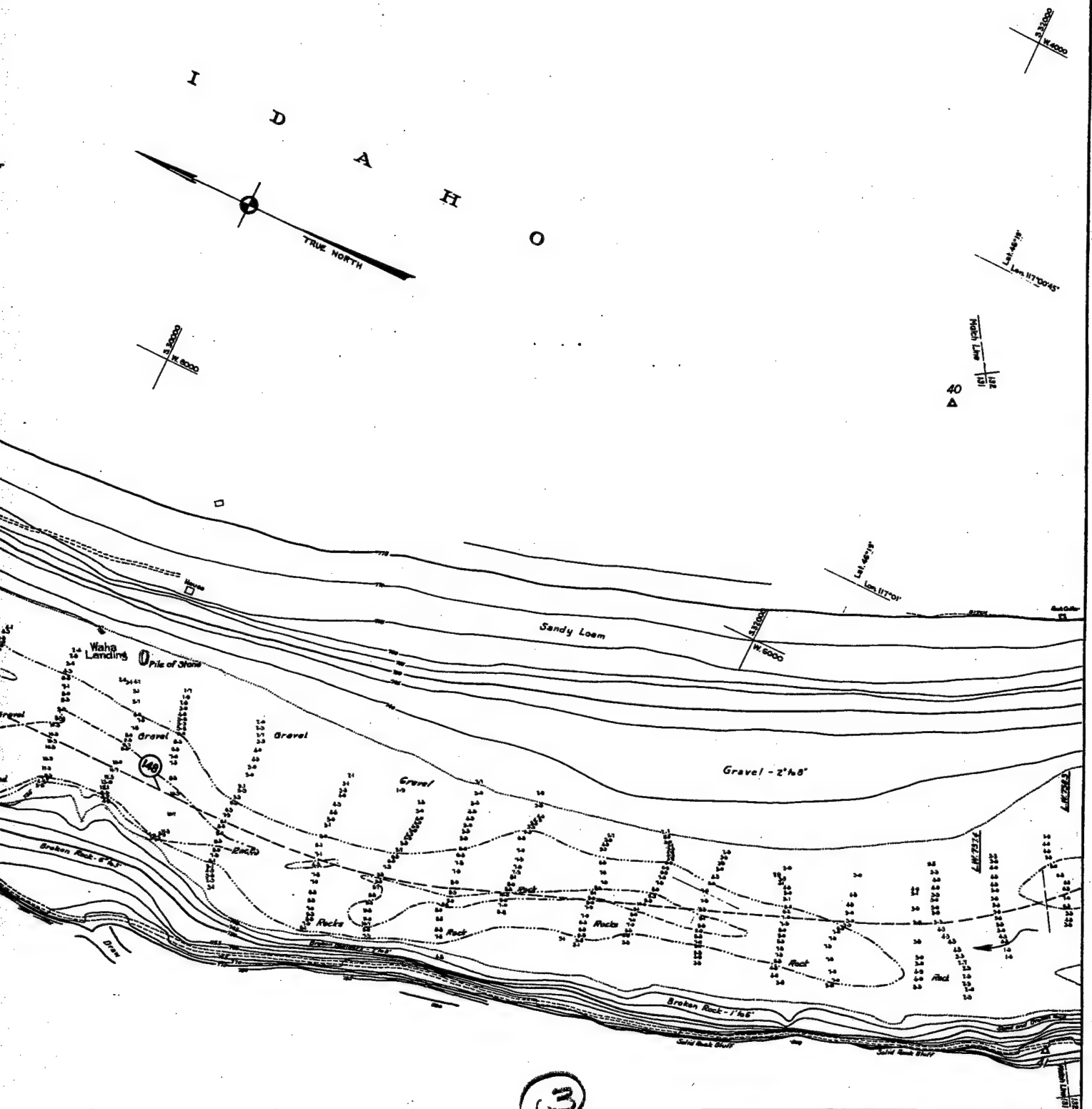
Drawn by J.M.B. H.G.F.

Transmitted with report dated June 10, 1935





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPAHA,
 EL. 9225 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1985
 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (148)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPPANA, EL. 8125 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN YARDS FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (148)

3 **SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT**

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 131

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Starr
Associate Engineer

John D. Williams
Major, Corps of Engineers

Drawn by JMB. N.E.F.

Transmitted with report dated June 10, 1935

SN-1-4/132
H-9-2/131

SN-1-12/131

Annex B

PRE- AND POST-DAM COMPARISON DISPLAYS

PROJECT	FIGURE NUMBER	PLATE NAME
Ice Harbor	1	3 Island & Levey Park Area
	2	19 Mile & Fish Hook Park Area
	3	Couch Island Area
	4	The Narrows Area
	5	Sheffler Area
	6	Windust Park Area
Lower Monumental	7	Monumental Rock Area
	8	Skookum Area
	9	Ayer Area
	10	55 Mile Area
	11	Lyons Ferry Area
	12	Tucannon River Confluence Area
	13	Riparia Area
Little Goose	14	Little Goose Dam Area
	15	Goose Island Area
	16	New York Bar Area
	17	Willow Bar Area
	18	Penawawa Area
	19	Shultz Bar Area
	20	Atwood Area
	21	Almota Area
Lower Granite	22	Lower Granite Dam Area



1958 aerial photography of 3 Island and Levey F



Photo 1. Left Bank, 3 Island area, 1958 oblique.



Photo 2. Left Bank, 3 Island ar

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



nd and Levey Park area.



1991 aerial photography of 3 Island

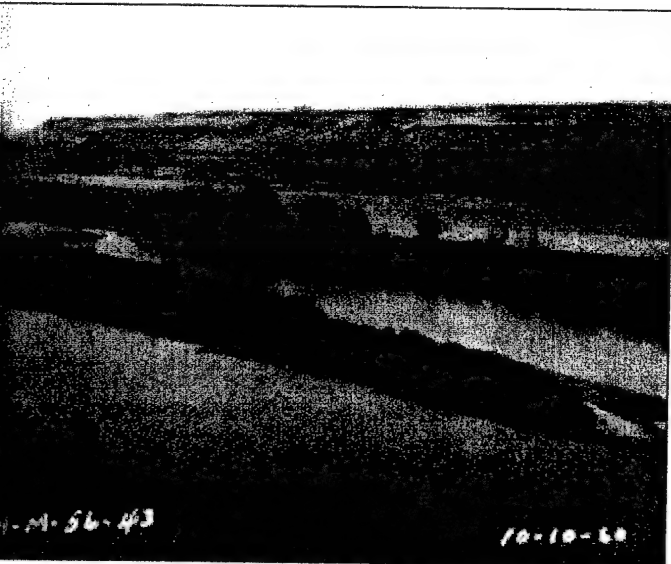


Photo 2. Left Bank, 3 Island area, 1958 oblique.

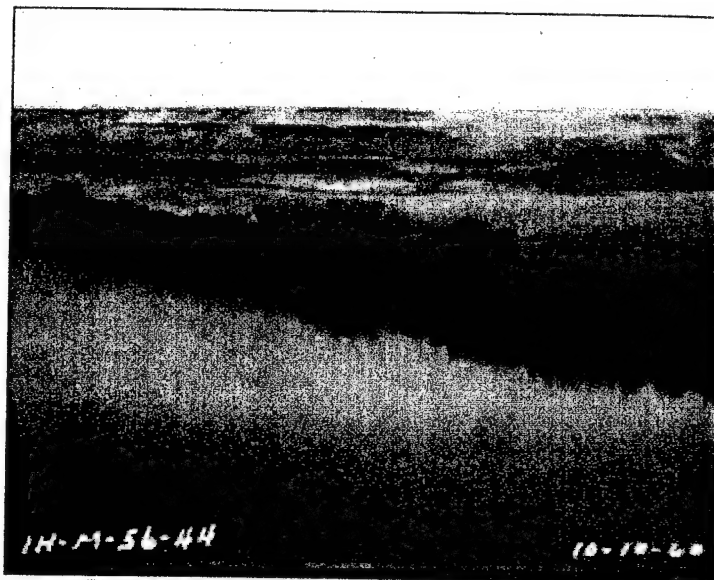
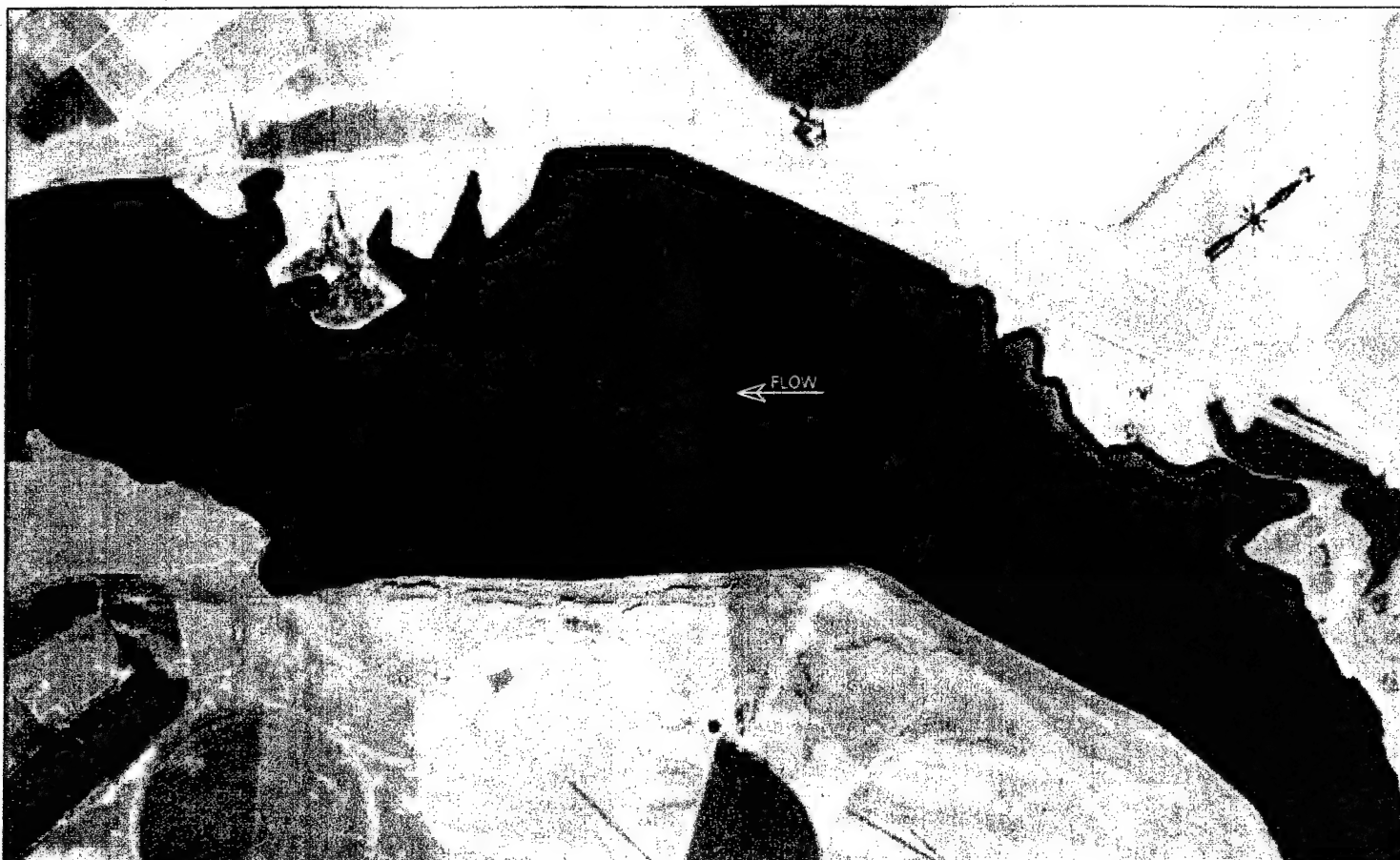


Photo 3. Left Bank, 3 Island area, 1958 oblique.



(2)



1991 aerial photograph of 3 Island and Levey Park area.

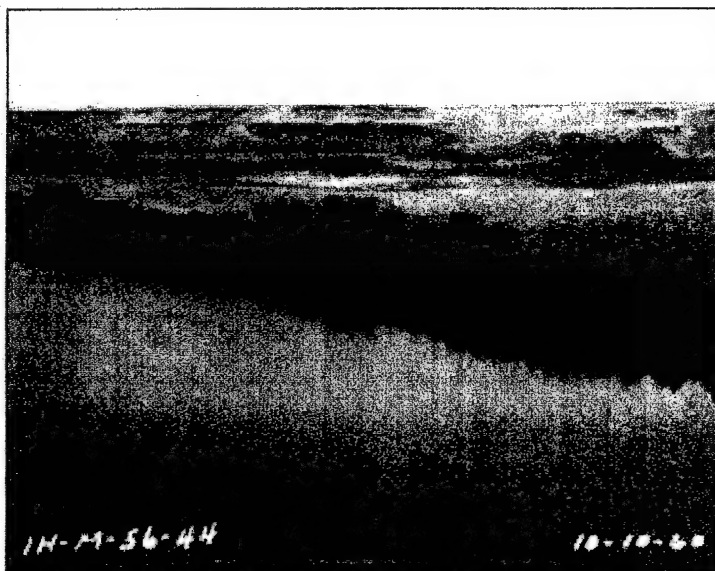
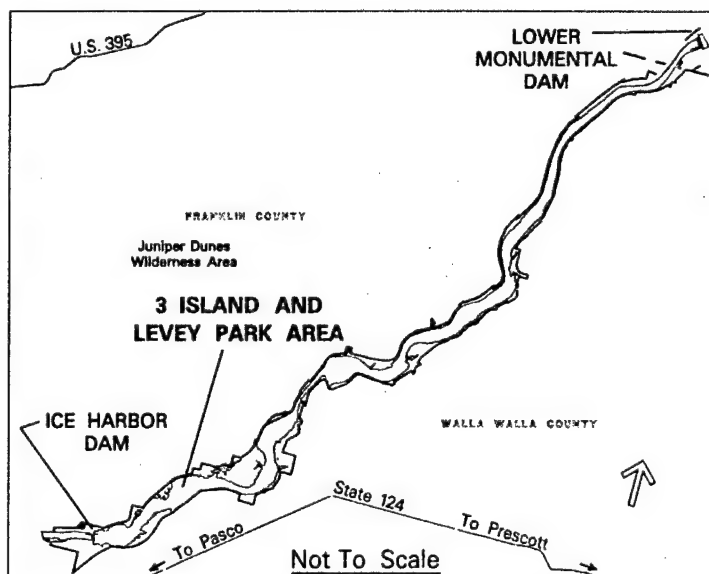


Photo 3. Left Bank, 3 Island area, 1958 oblique.



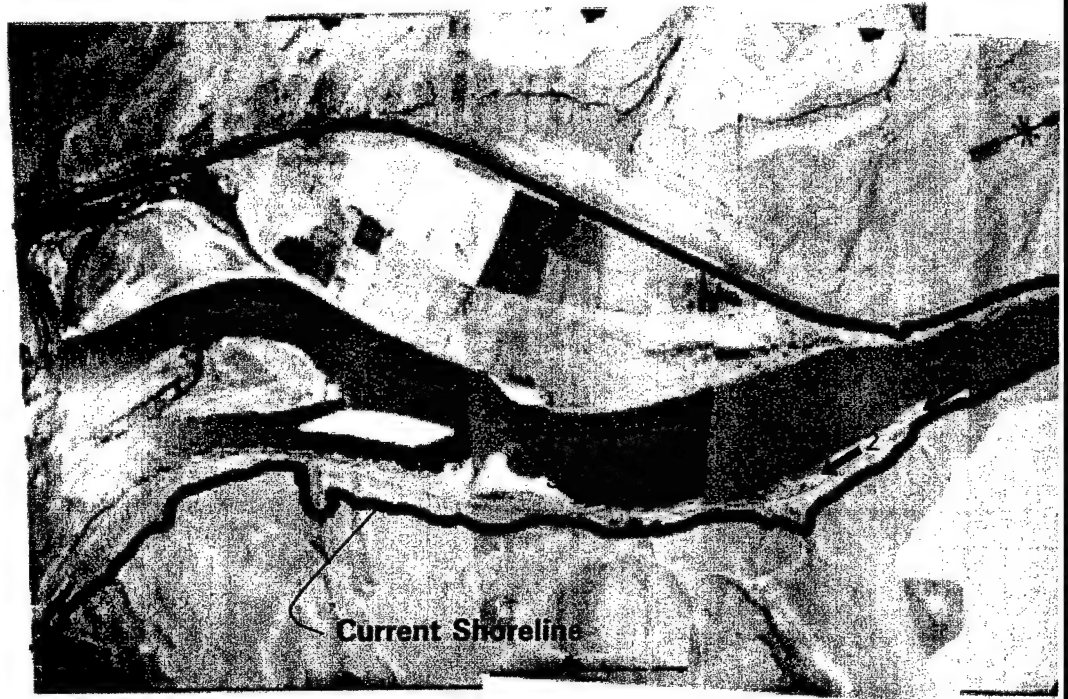
g:\lowersnake\isr\plates\ismel\predam\predam\3island.dgn:GIS FILE 29-DEC-2000 12:23: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

(3)

Figure 1.
**3 ISLAND &
LEVEY PARK AREA**



1958 aerial photography of 19 Mile and Fish Ho



Photo 1. Left Bank, 19 Mile area, 1958 oblique.

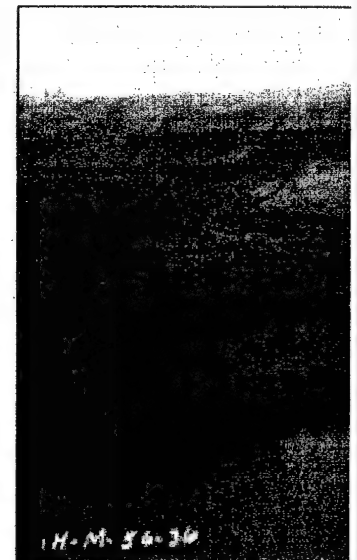


Photo 2. Left Bank, 19

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



ile and Fish Hook Park area.



1991 aerial photography of 19 M

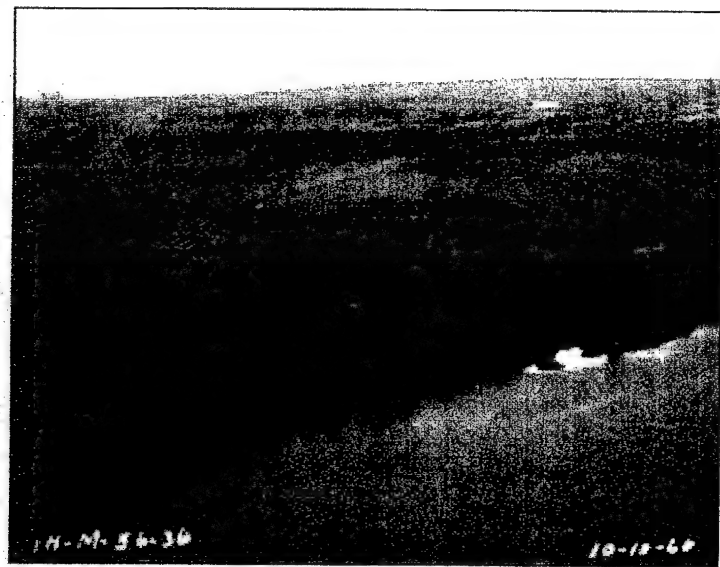


Photo 2. Left Bank, 19 Mile area, 1958 oblique.

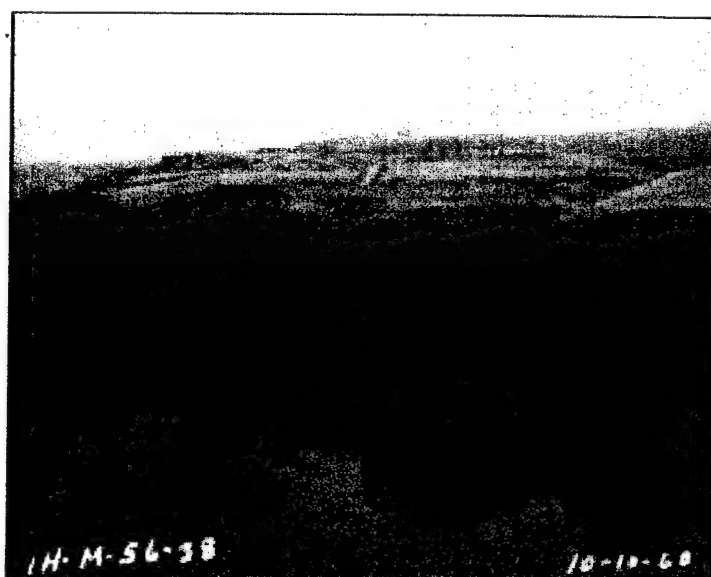
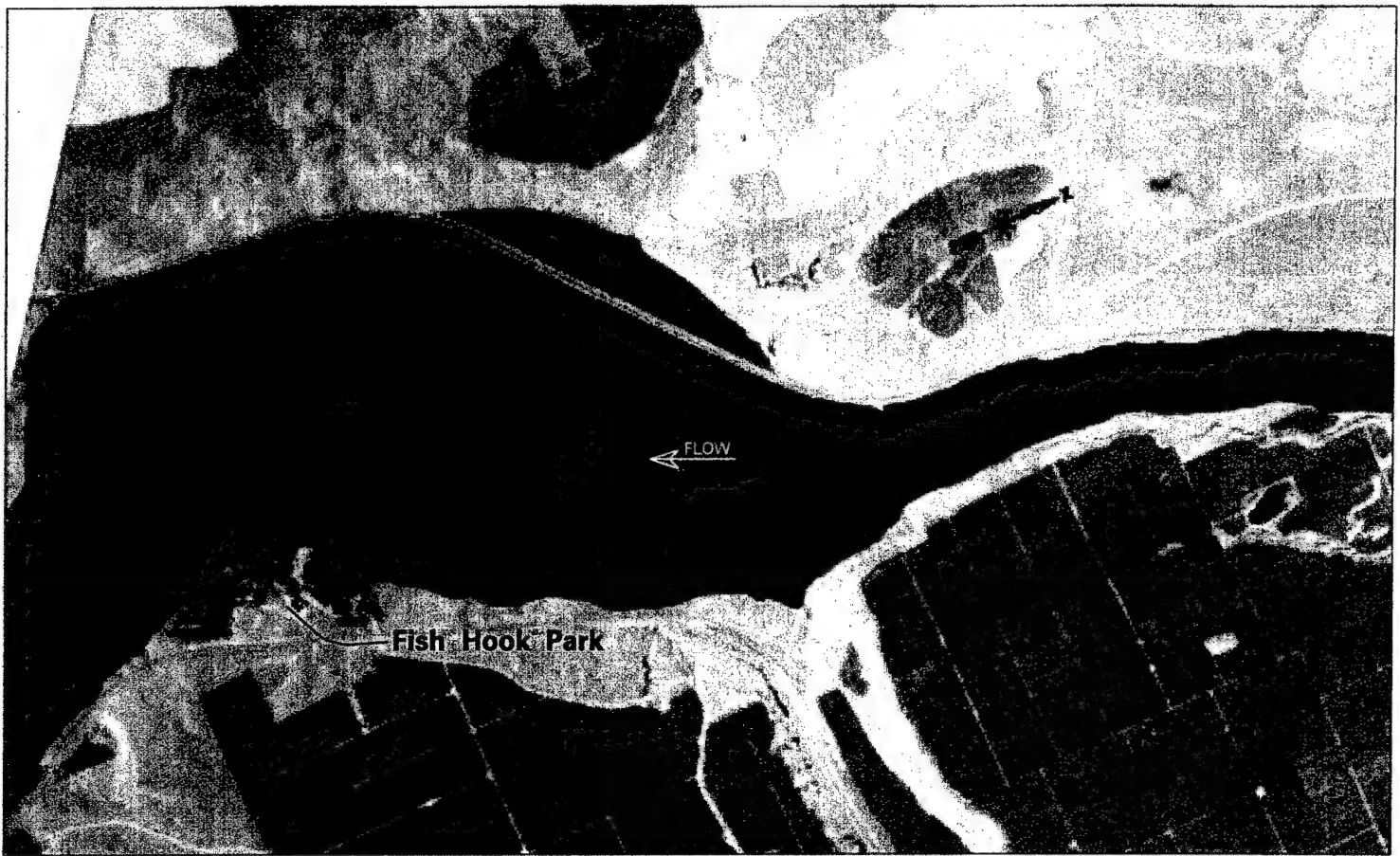


Photo 3. Left Bank, 19 Mile area, 1958 oblique.

2



1991 aerial photograph of 19 Mile and Fish Hook Park area.

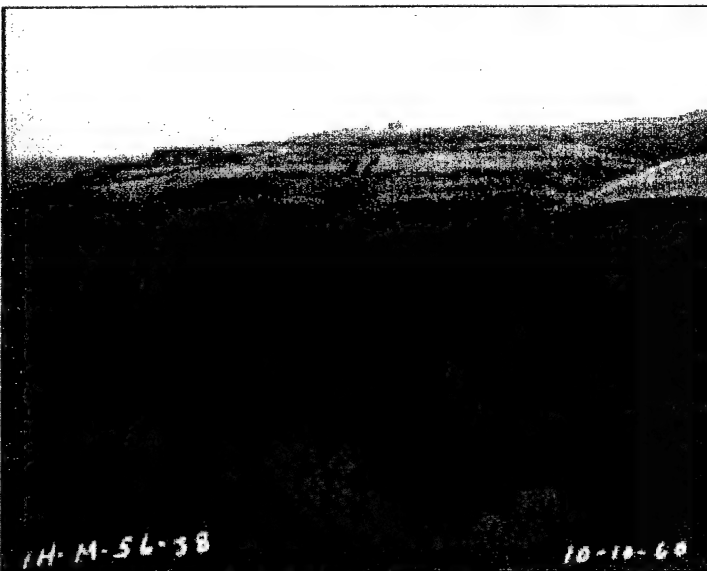
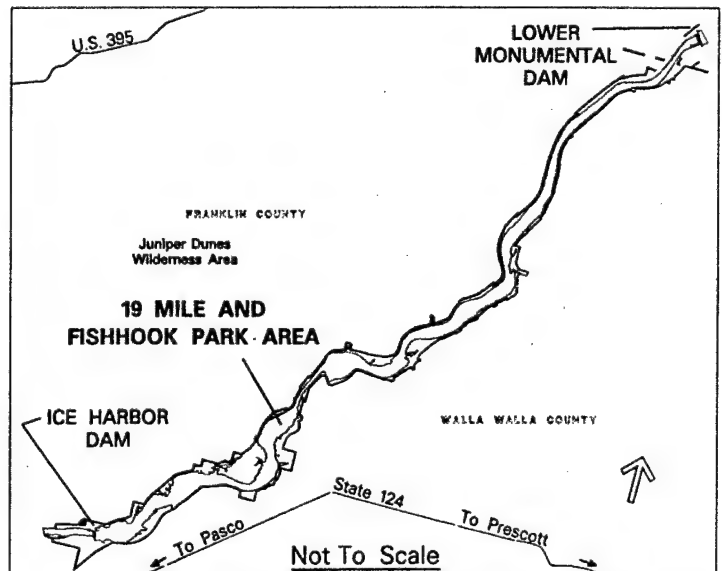


Photo 3. Left Bank, 19 Mile area, 1958 oblique.



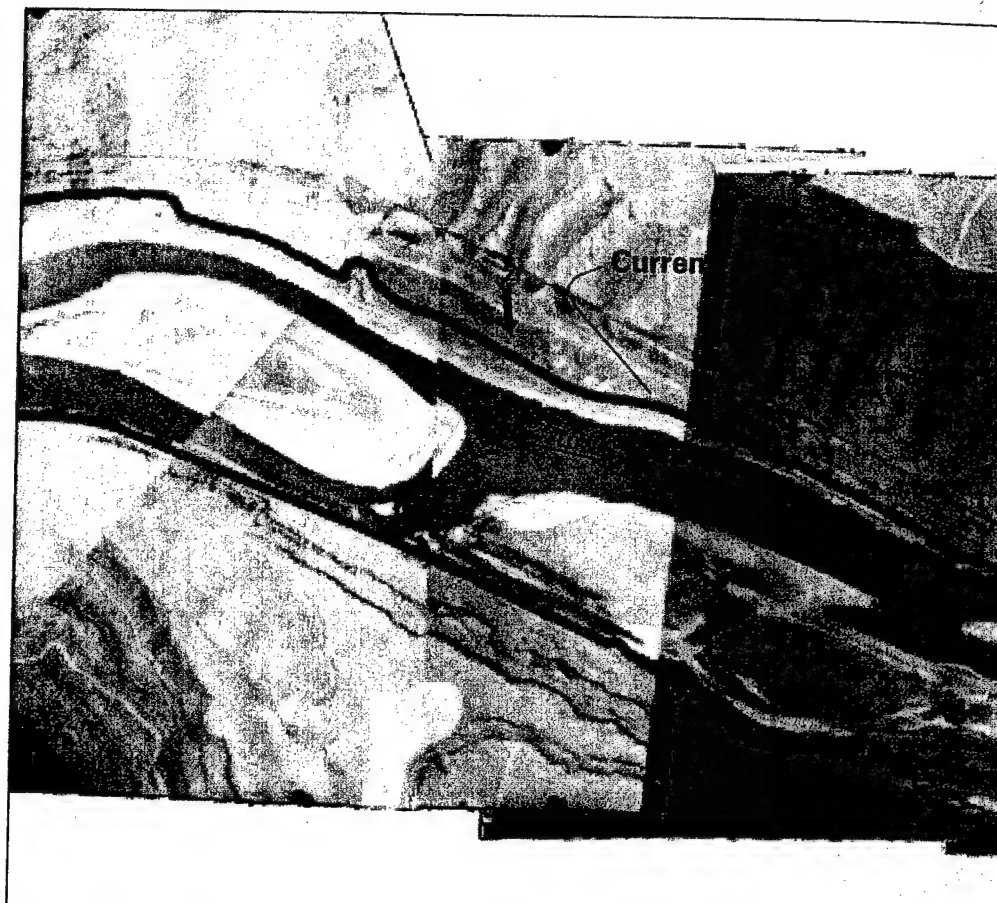
g:\lowerSnake\lsr\plates\jsmola\predemap\pdx\19mile.dgn:GIS FILE 29-DEC-2000 12:29:PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 2. 19 MILE & FISH HOOK PARK AREA



1958 aerial photograph of Couch Is

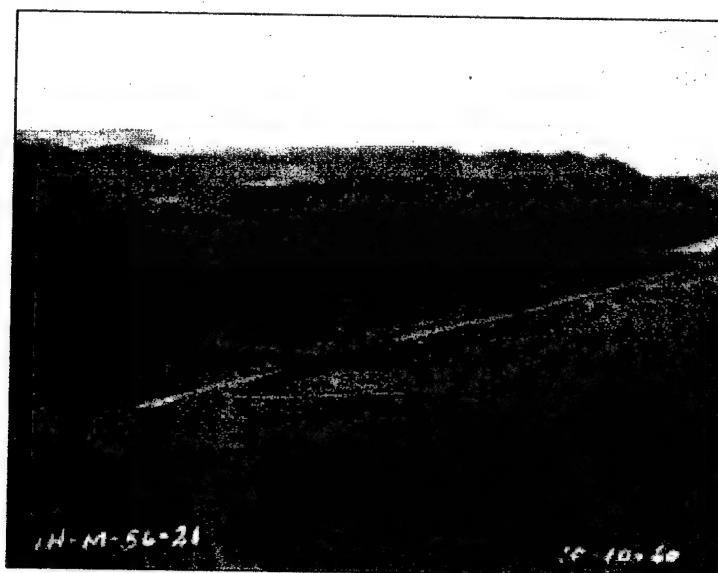


Photo 1. Left Bank, Couch Island area, 1958 oblique.



Photo 2. Left Bank

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

(1)



of Couch Island area.



1991 aerial photography

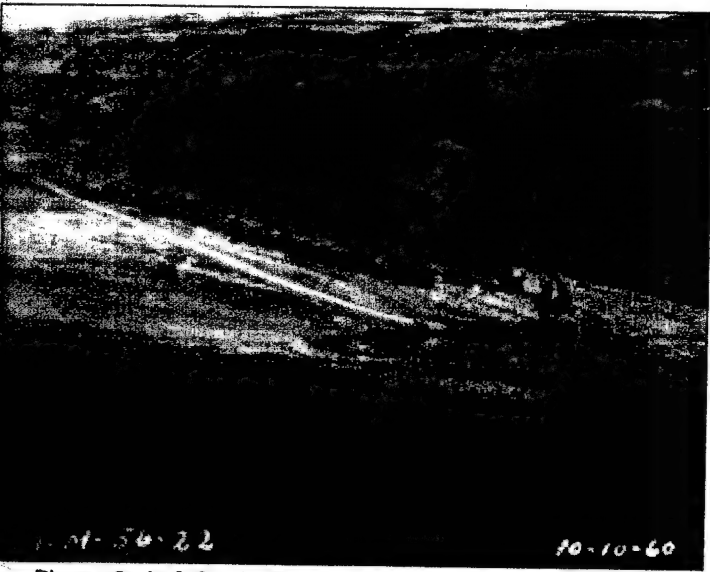
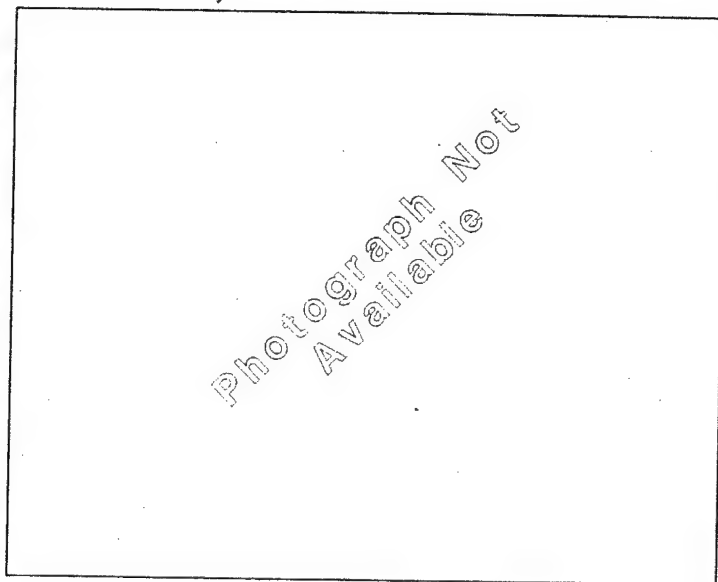
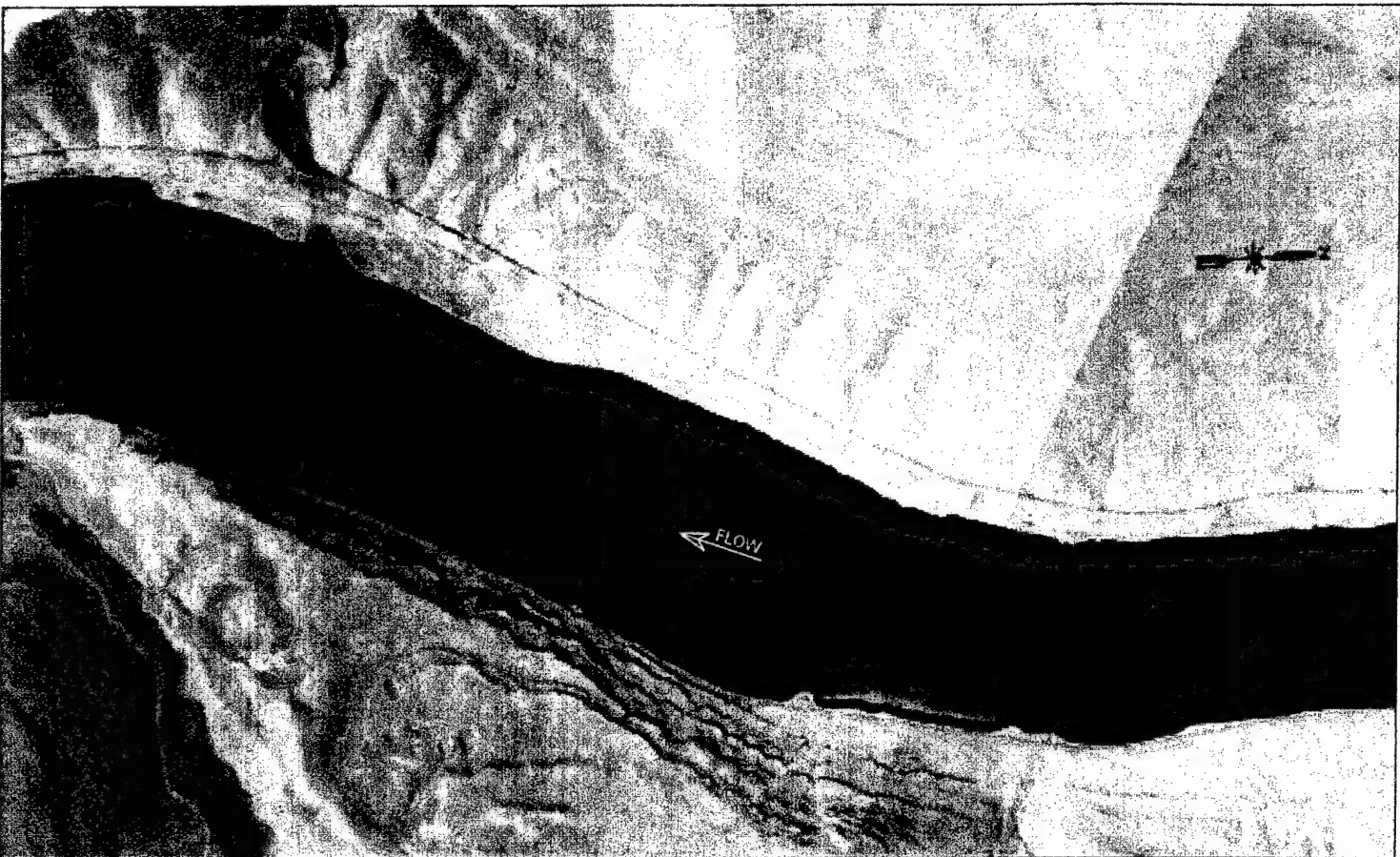


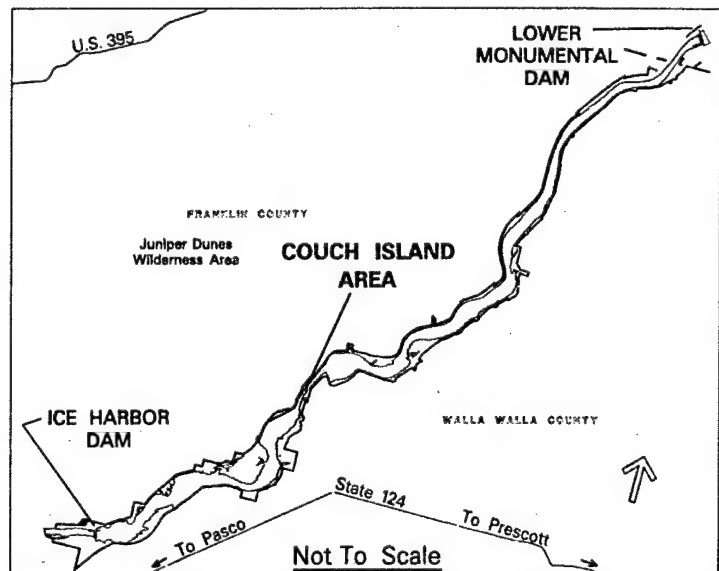
Photo 2. Left Bank, Couch Island area, 1958 oblique.



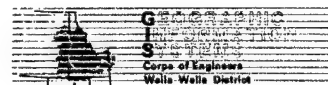


1991 aerial photograph of Couch Island area.

Photograph Not Available



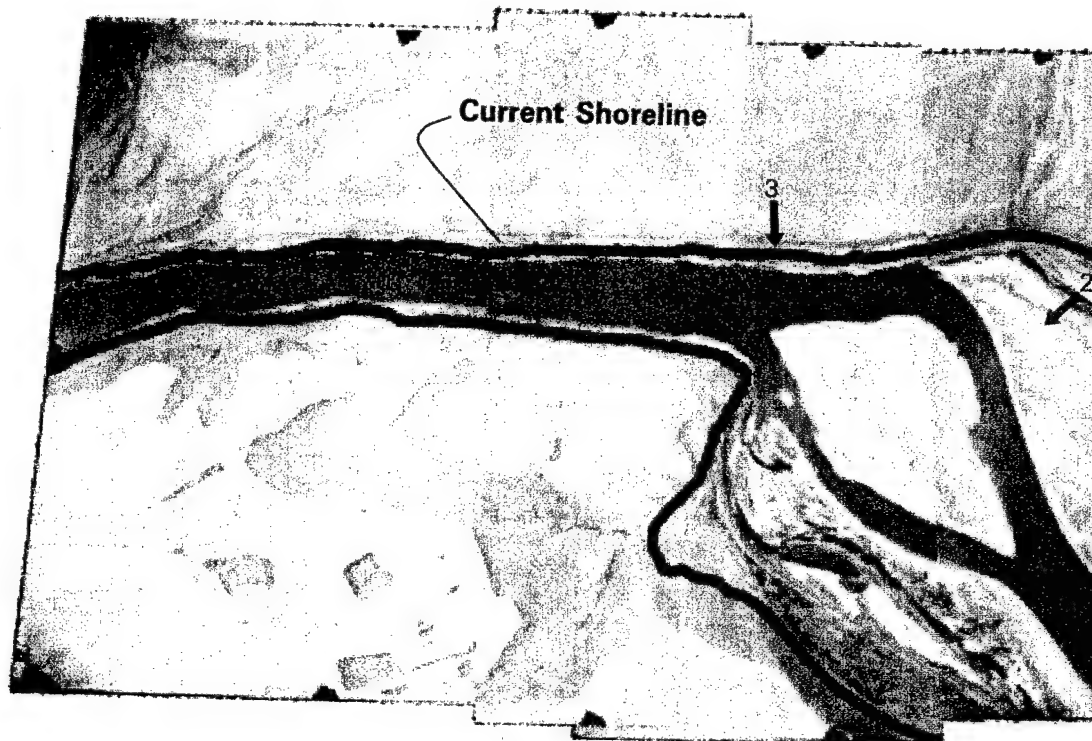
g:\lowersnake\lsr\plates\jsma\predamappndx\couch.dgn:GIS FILE 29-DEC-2000 12:45: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 3.
**COUCH
ISLAND AREA**



1958 aerial photography of The Narrows area



Photo 1. Left Bank, The Narrows area, 1958 oblique.

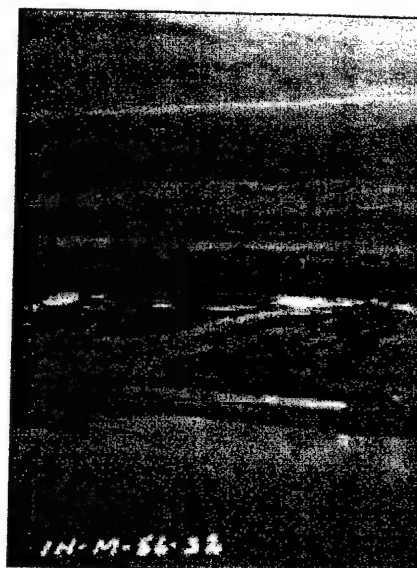


Photo 2. Left Bank, The Narrows area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



the Narrows area.



1991 aerial photograph of Th



Photo 2. Left Bank, The Narrows area, 1958 oblique.

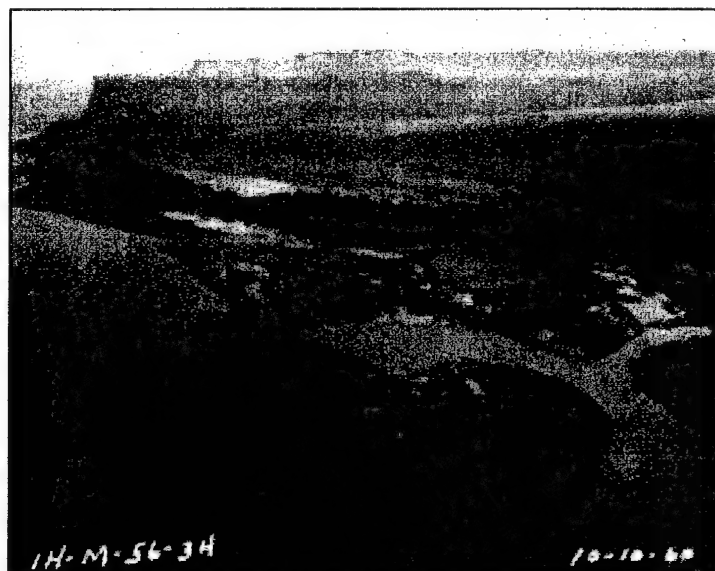
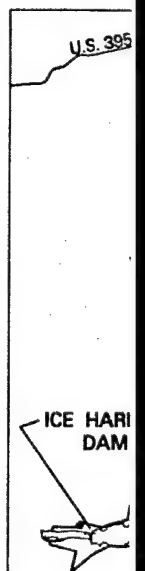


Photo 3. Left Bank, The Narrows area, 1958 oblique.

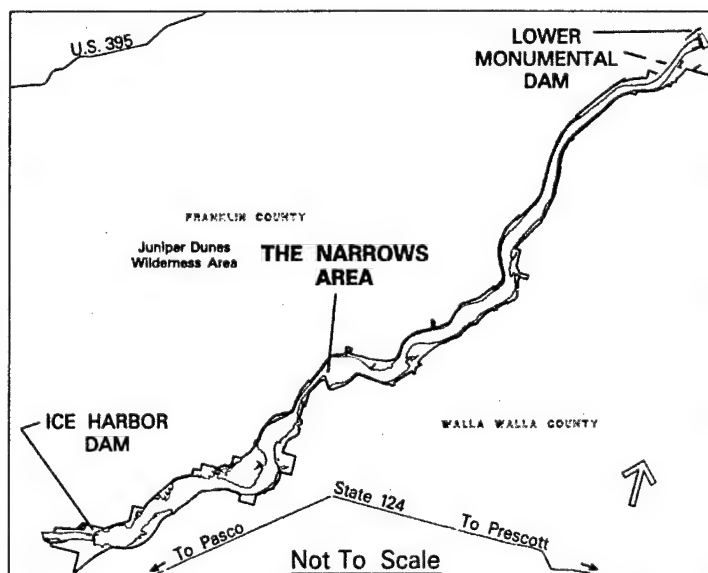




1991 aerial photograph of The Narrows area.



Photo 3. Left Bank, The Narrows area, 1958 oblique.



g:\lowersnake\lar\plates\lamela\predam\ppndx\narrows.dgn:GIS FILE 29-DEC-2000 13:08:PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 4.

**THE NARROWS
AREA**

3



1958 aerial photograph of Sh

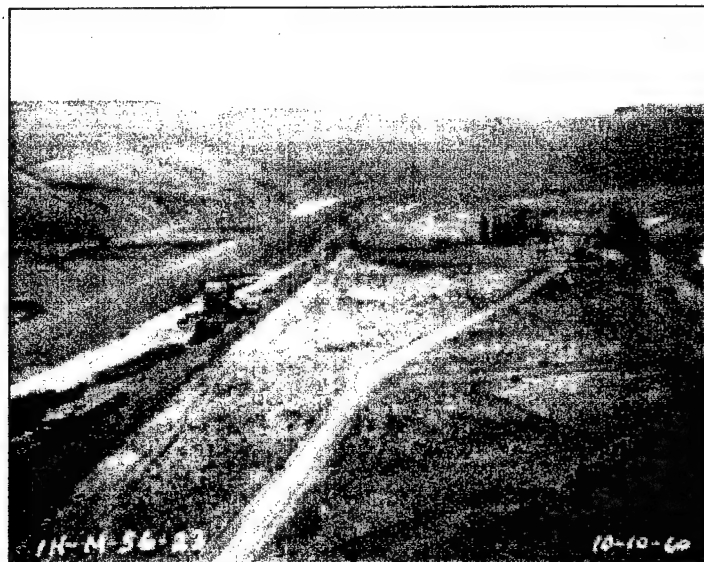


Photo 1. Left Bank, Sheffler area, 1958 oblique.

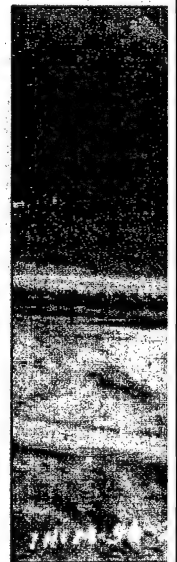


Photo :

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

①



ny of Sheffler area.



1991 aerial photograph

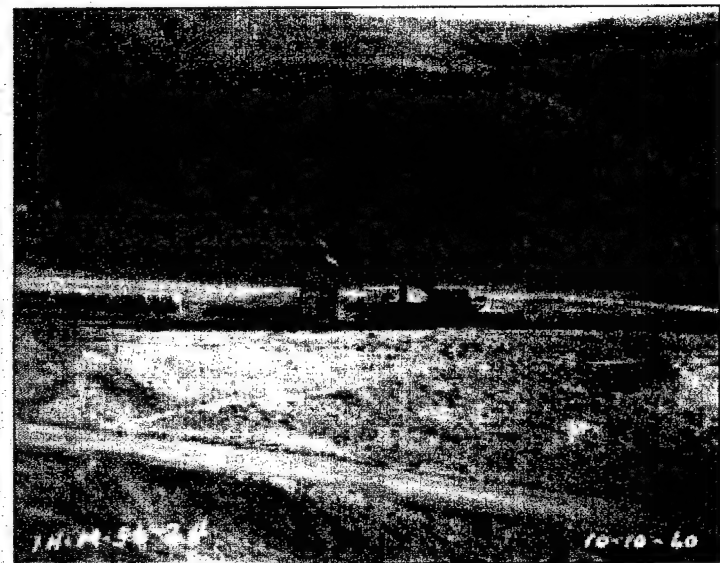


Photo 2. Left Bank, Sheffler area, 1958 oblique.

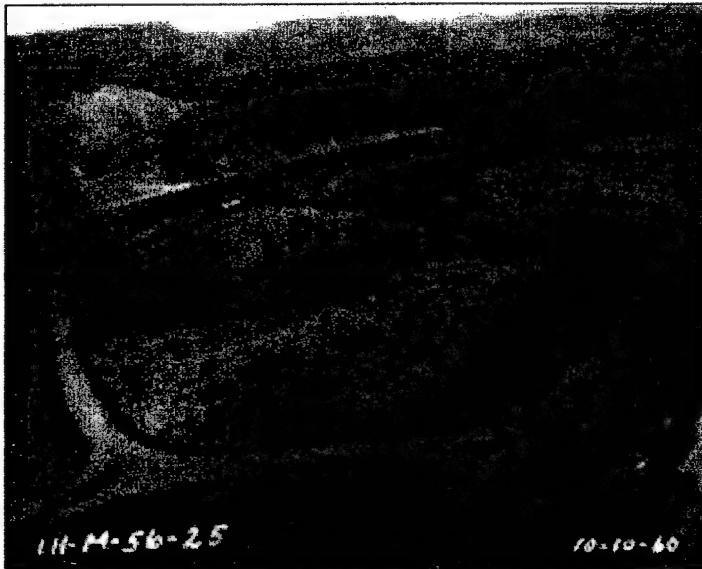


Photo 3. Left Bank, Sheffler area, 1958 oblique.

2



1991 aerial photograph of Sheffler area.

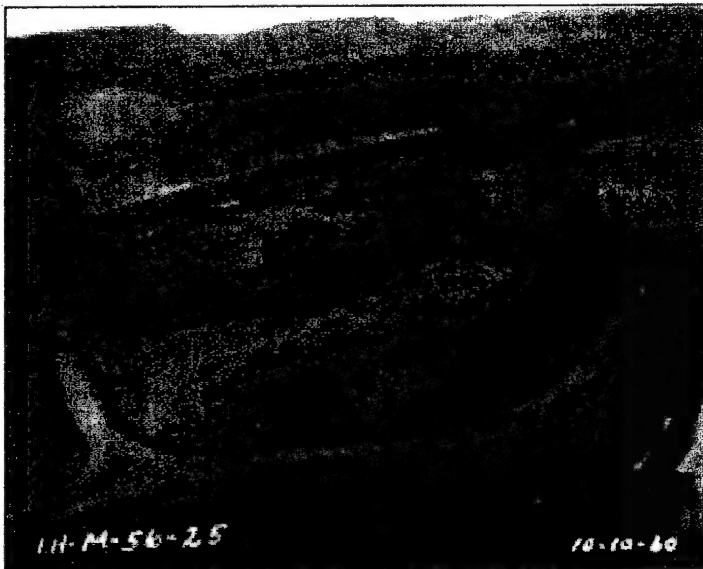
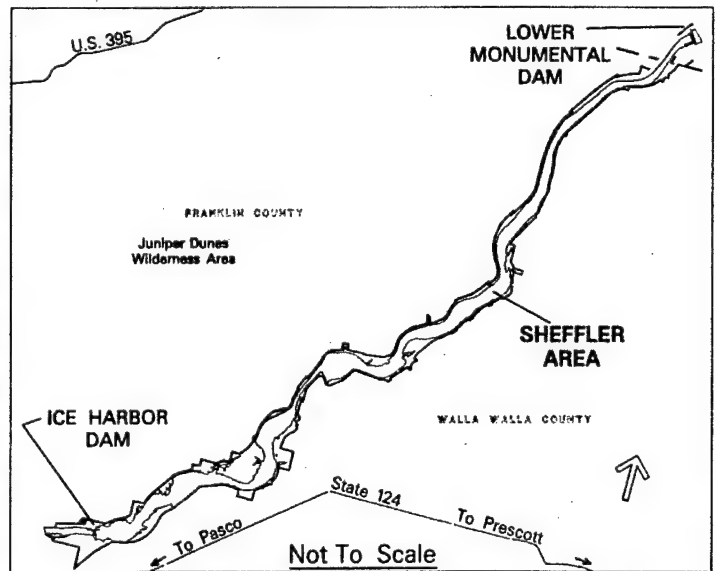


Photo 3. Left Bank, Sheffler area, 1958 oblique.



g:\lowersnake\1st\plates\jsmeis\predamappndx\sheffler.dgn:GIS FILE 29-DEC-2000 13:15: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 5.
**SHEFFLER
AREA**

3



1958 aerial photograph of Windust Park

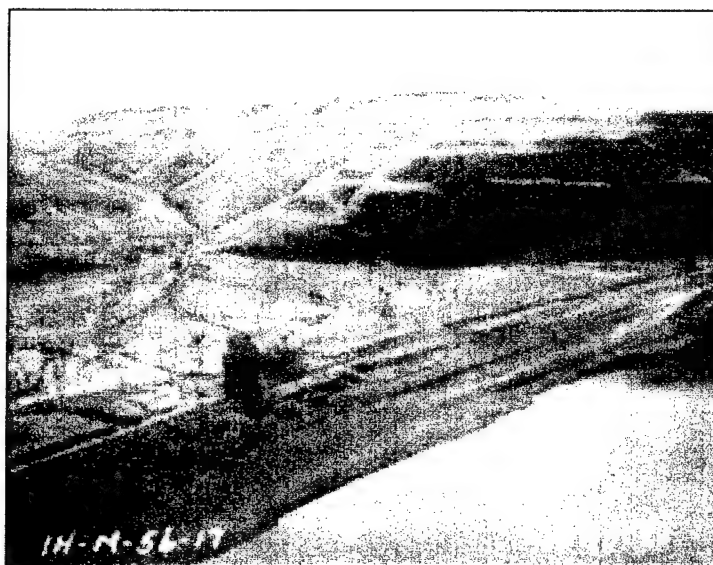


Photo 1. Left Bank, Windust Park area, 1958 oblique.



Photo 2. Left Bank, Windust Park area, 1958 oblique.

NOTES:

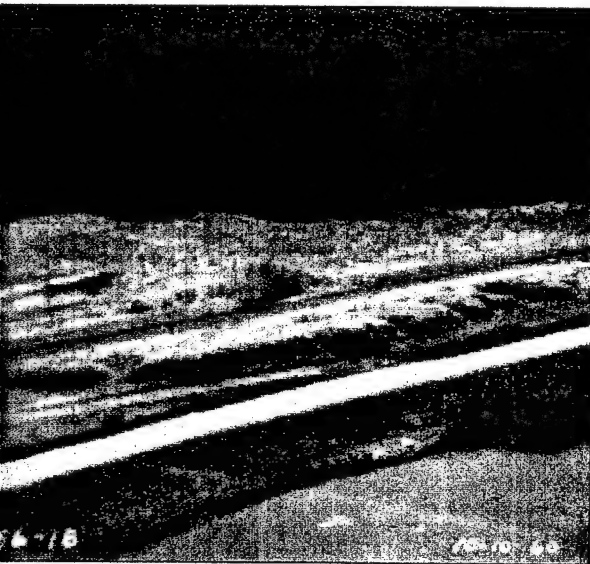
1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



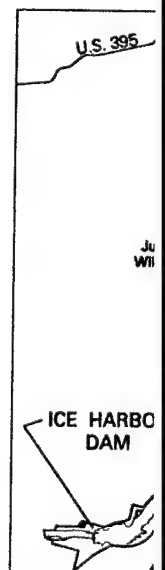
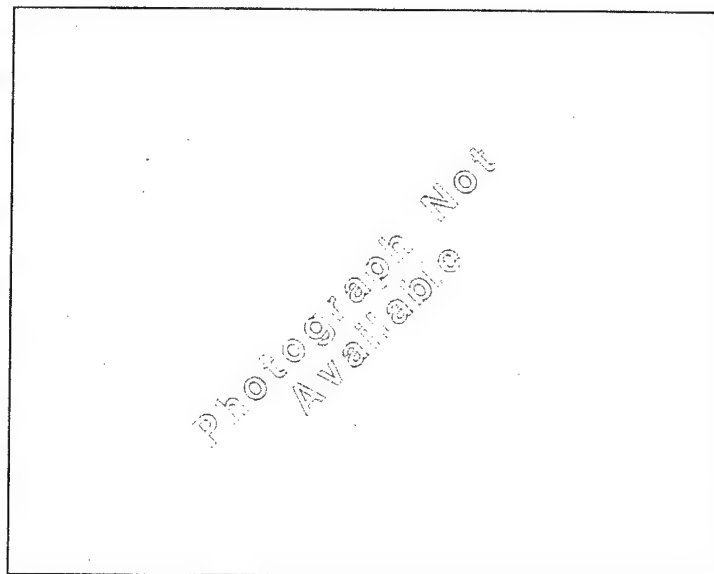
Windust Park area.

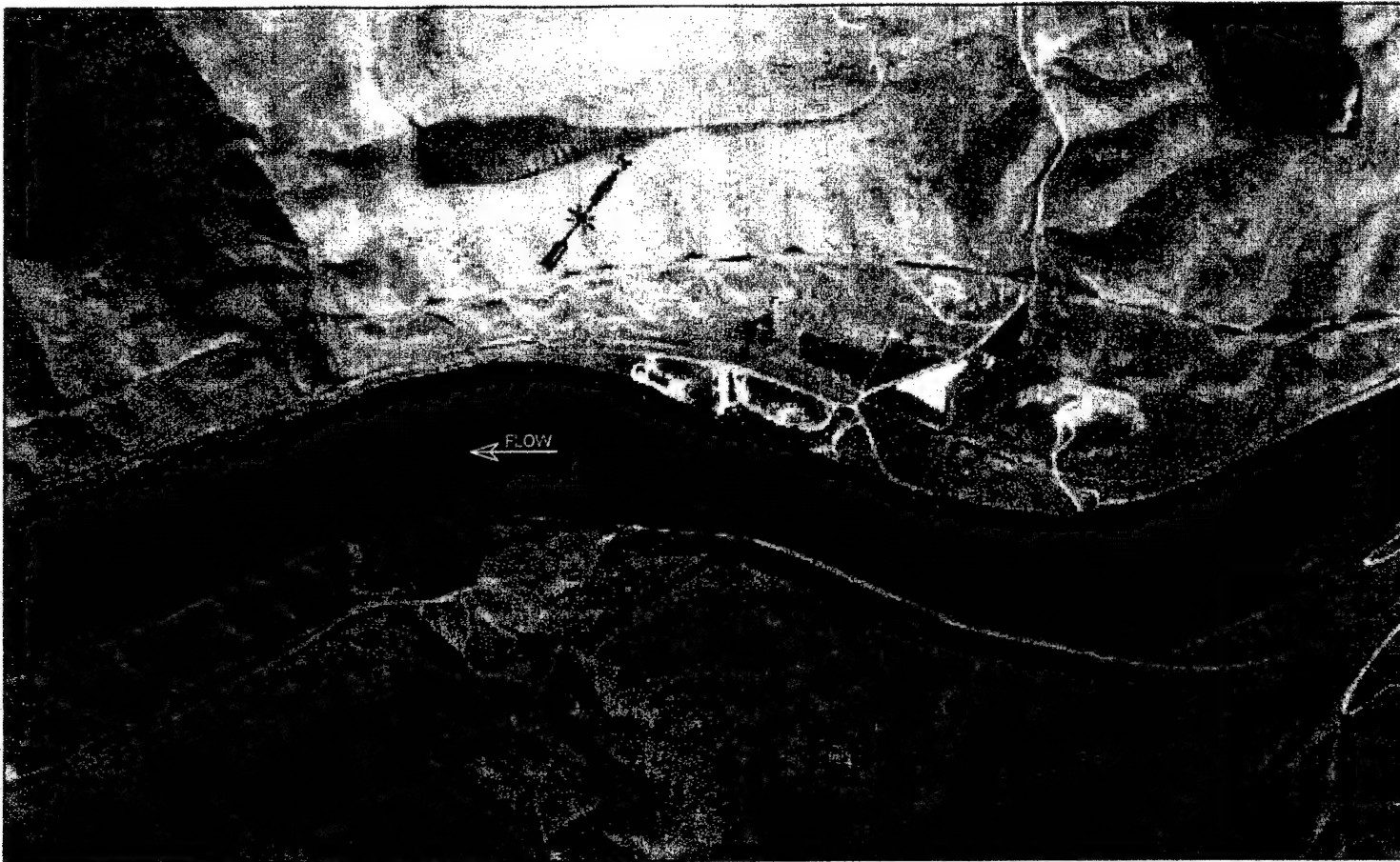


1991 aerial photography of Wi

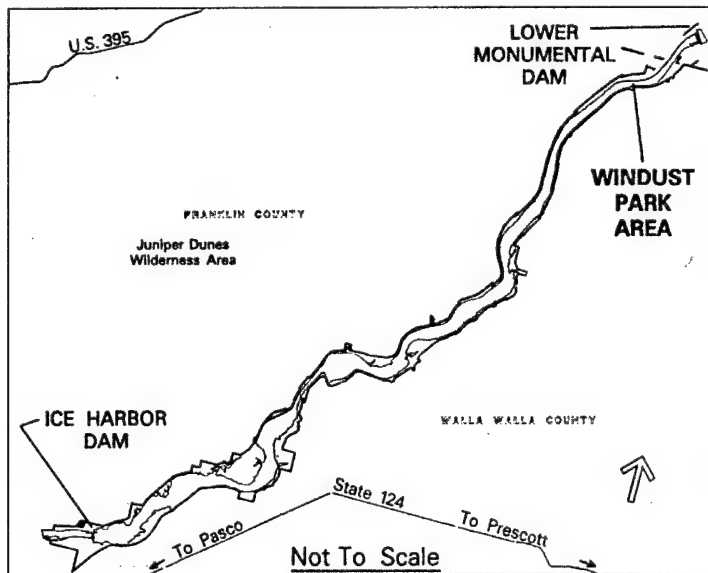
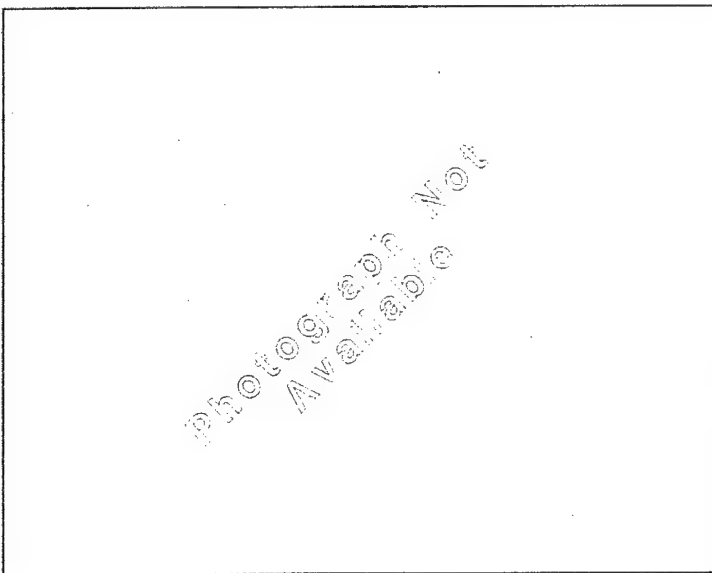


2. Left Bank, Windust Park area, 1958 oblique.





1991 aerial photograph of Windust Park area.



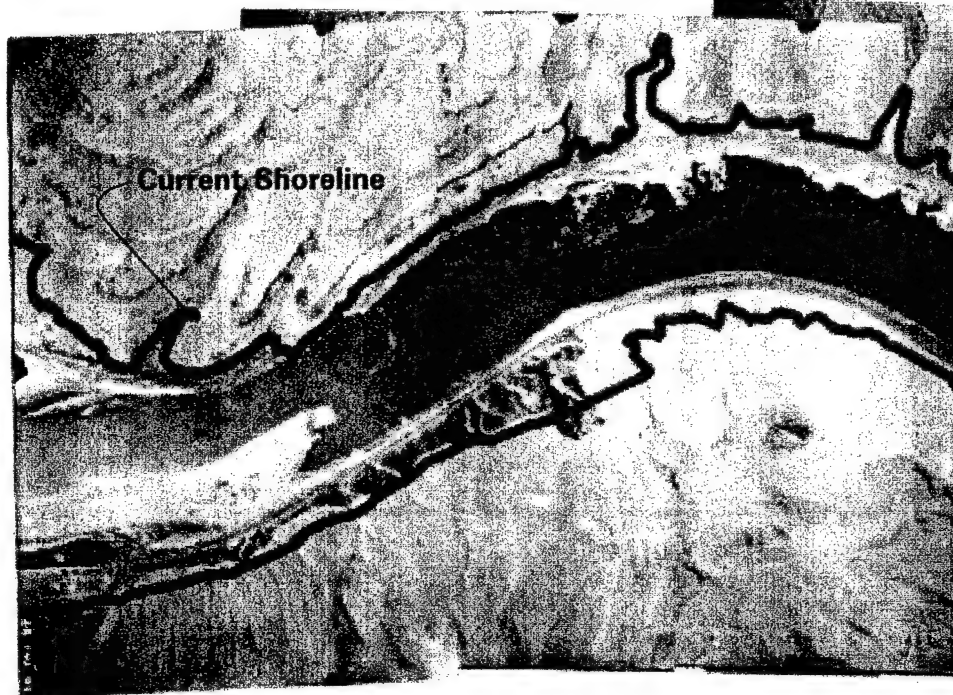
g:\lowersnake\lsr\plates\ismels\predamappndx\windust.dgn:GIS FILE 29-DEC-2000 13:21: PLOTTED



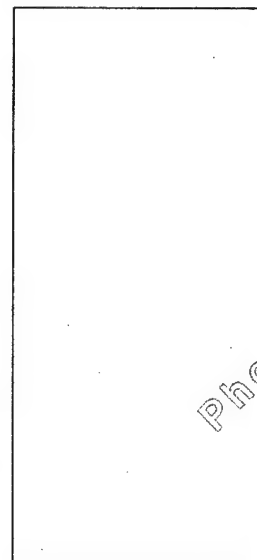
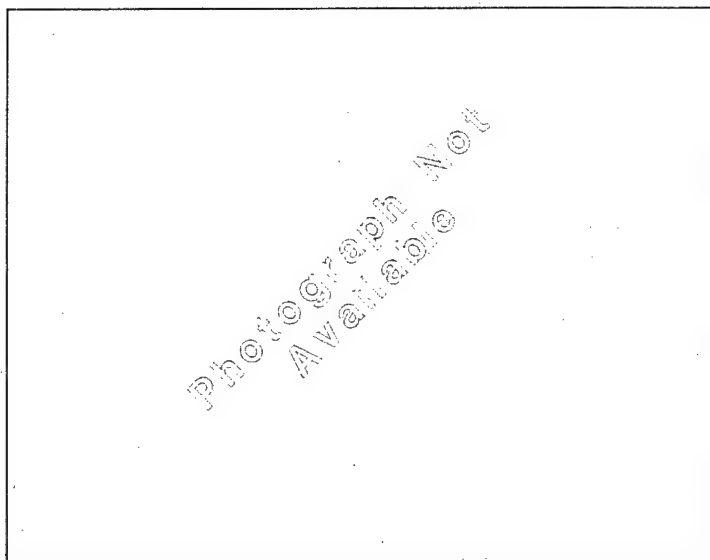
LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 6.
**WINDUST
PARK AREA**



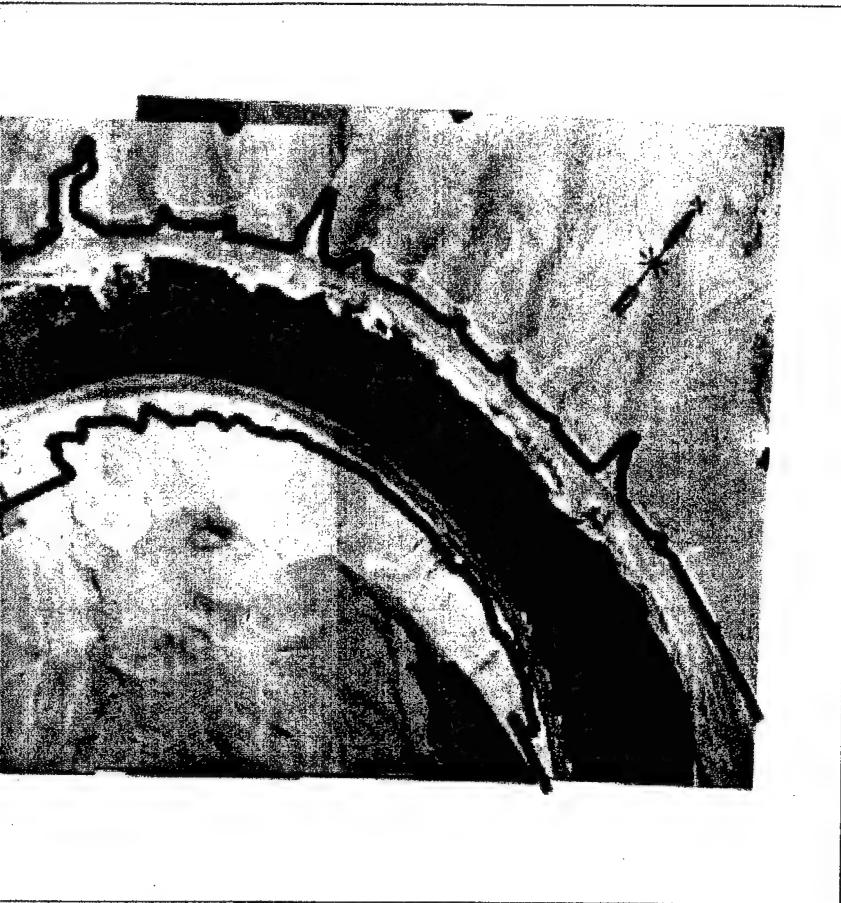
1958 aerial photography of Monumenta



NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

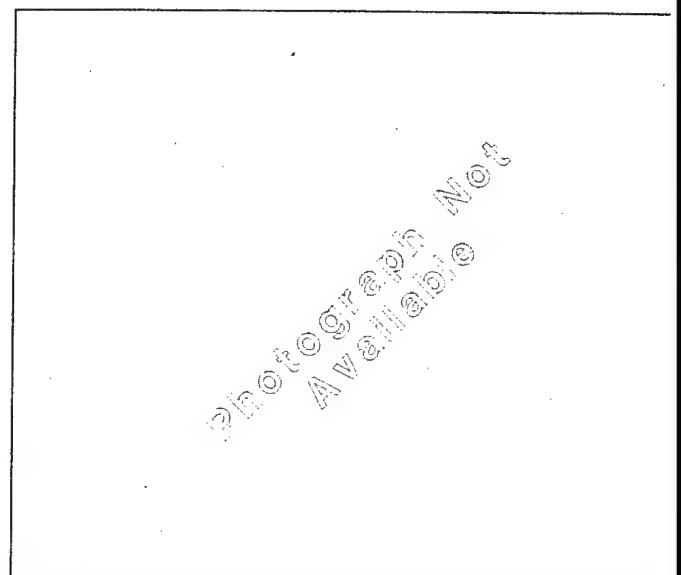
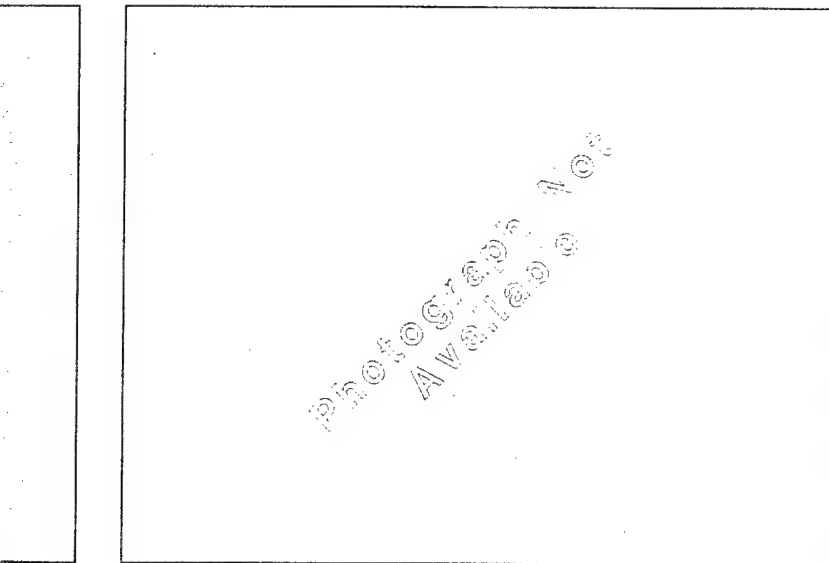
(1)



ny of Monumental Rock area.

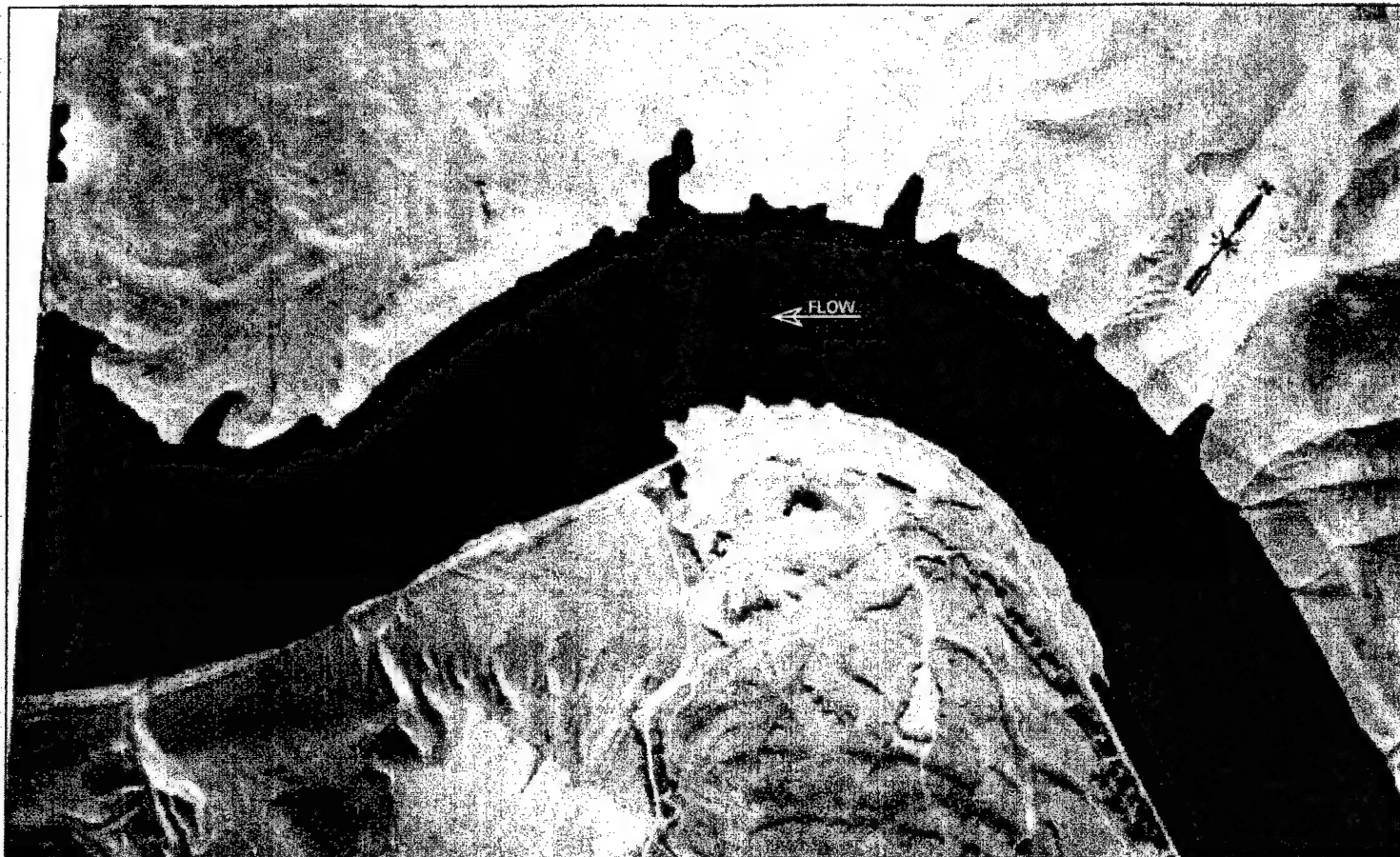


1992 aerial photograph

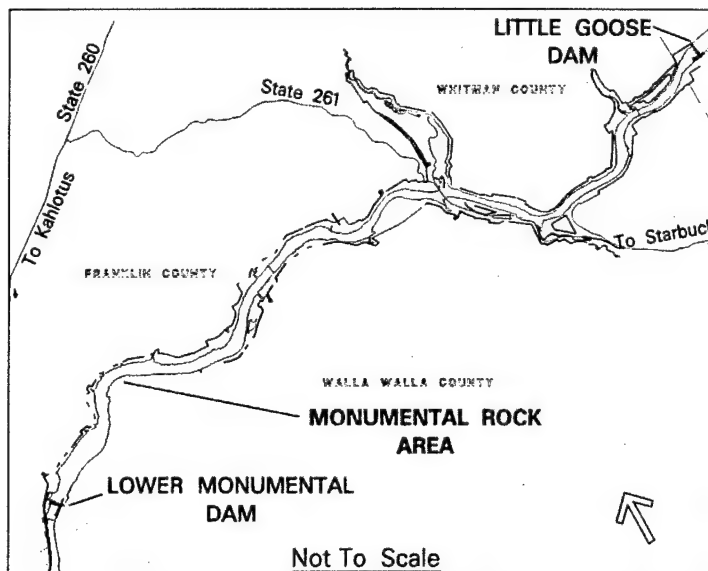
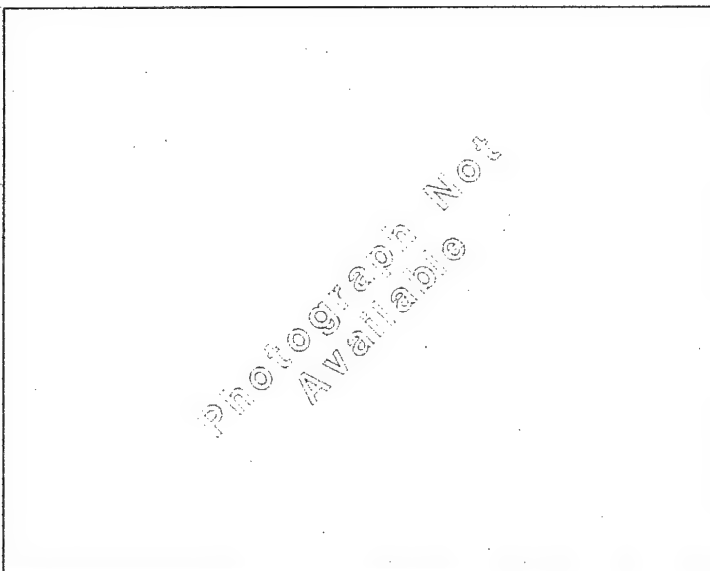


direction

2



1992 aerial photograph of Monumental Rock area.



g:\lowersnake\lrs\plates\lsmels\predamapppndx\monrock.dgn:GISFILE 29-DEC-2000 13:29:PLOTTED

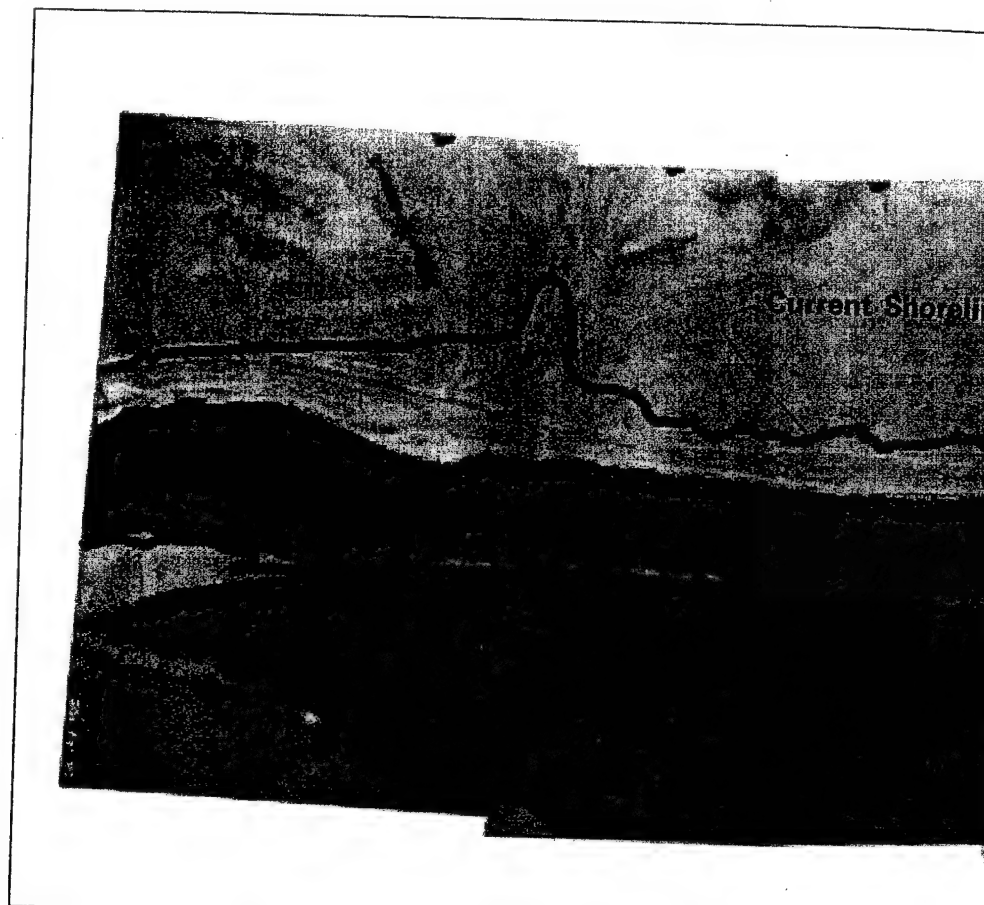


LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 7.

MONUMENTAL ROCK AREA

3



1958 aerial photography of Skookum



Photo 1. Right Bank, Skookum area, 1958 oblique.

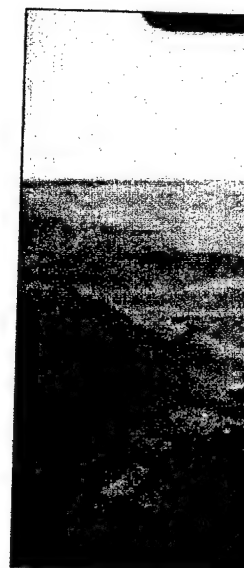
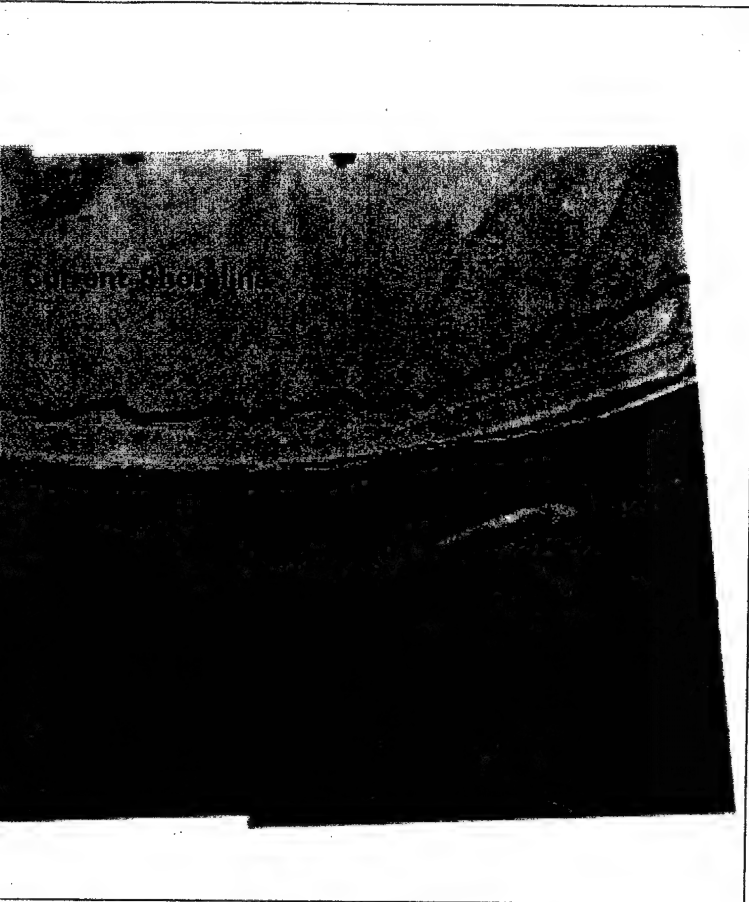


Photo 2. Left B

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



y of Skookum area.



1992 aerial photograph

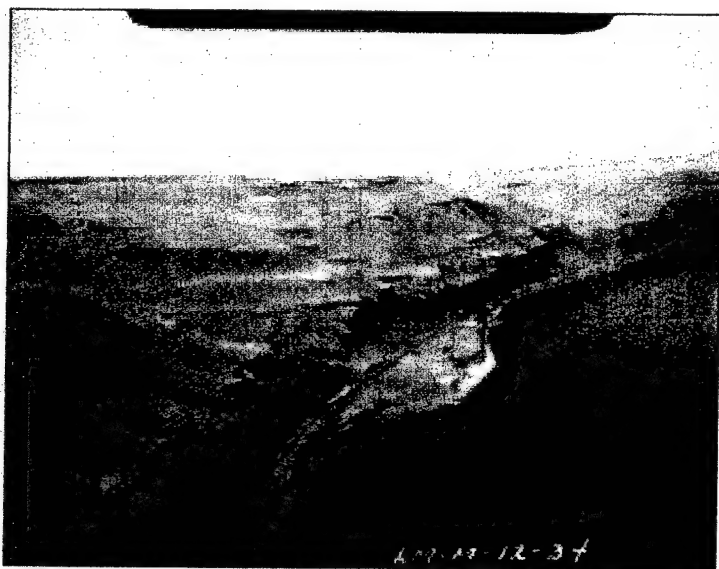


Photo 2. Left Bank, Skookum area, 1958 oblique.

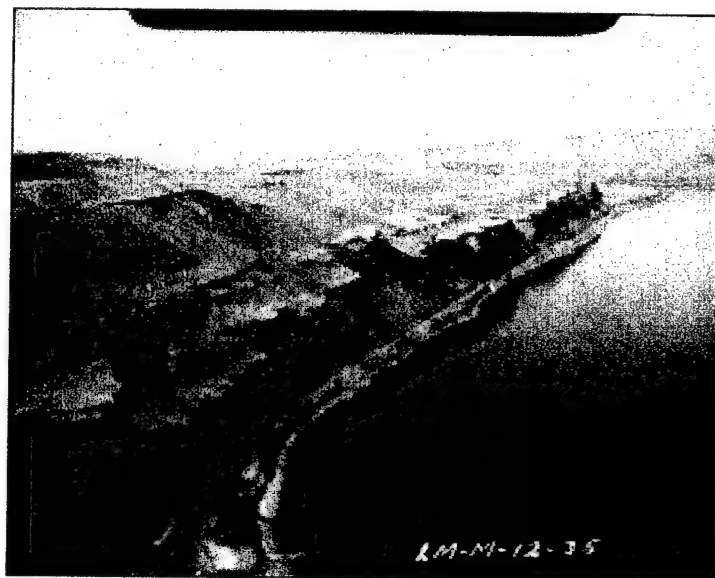
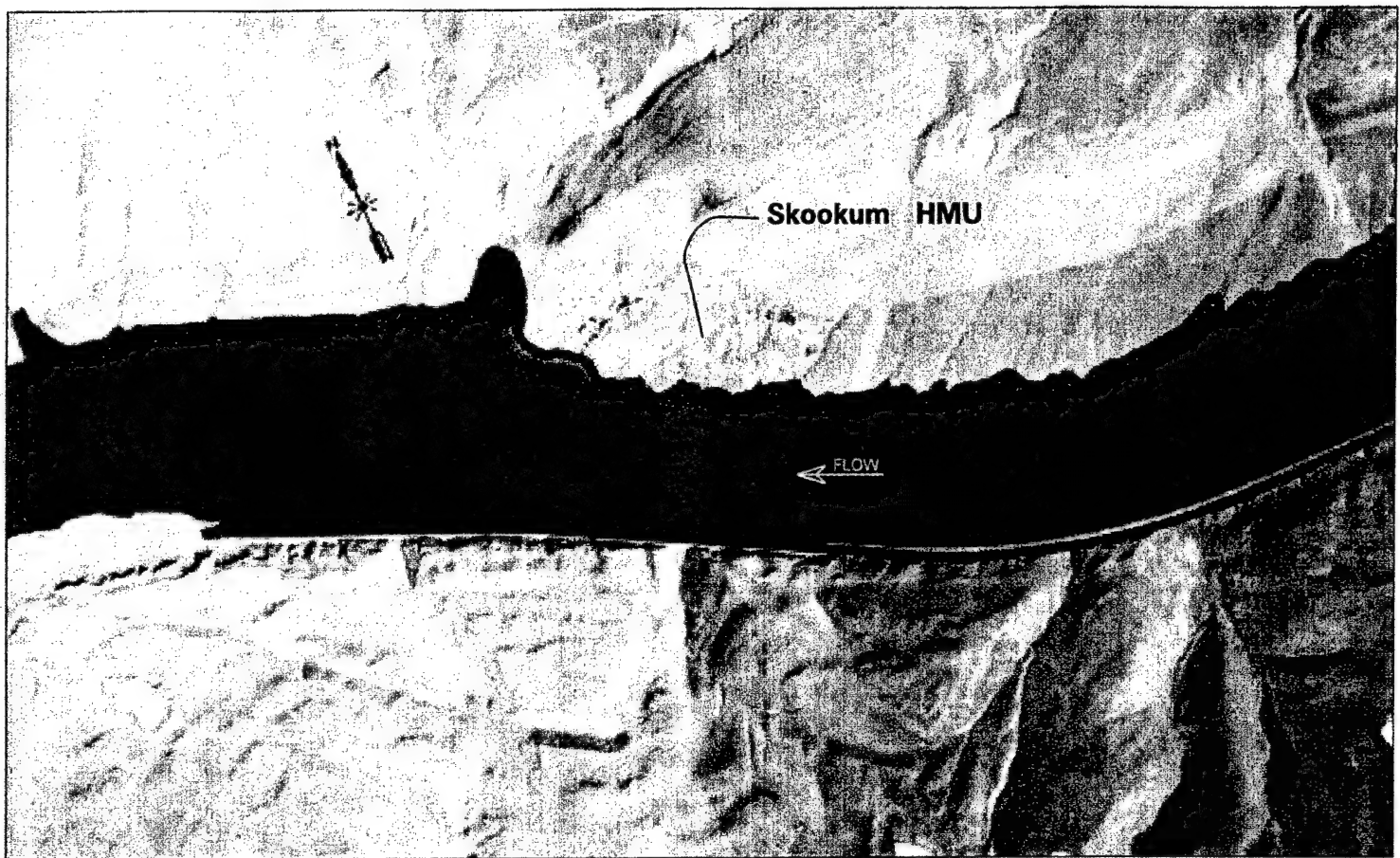


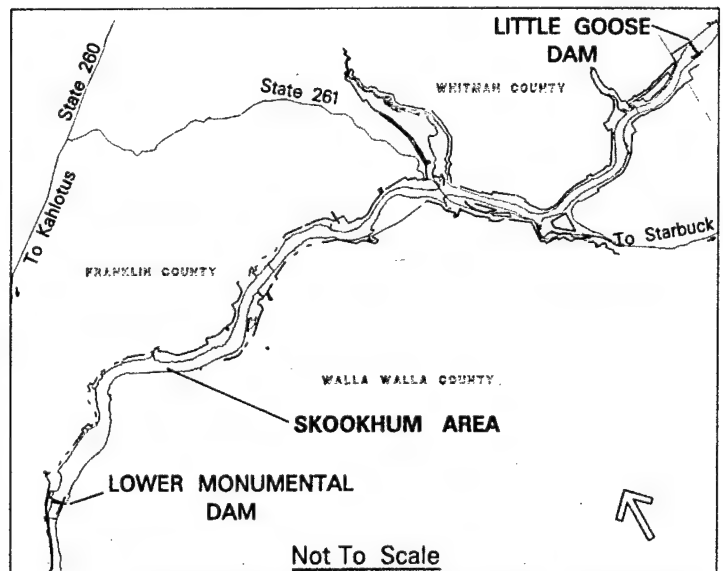
Photo 3. Left Bank, Skookum area, 1958 oblique.



1992 aerial photograph of Skookum area.



Photo 3. Left Bank, Skookum area, 1958 oblique.



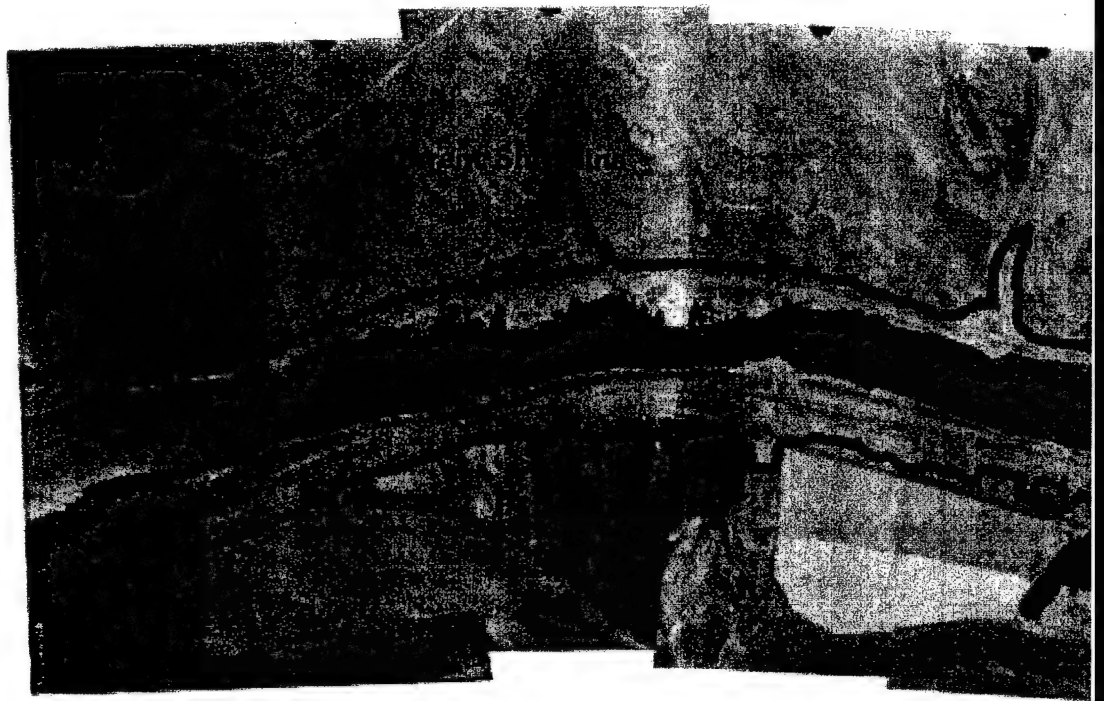
g:\lowersnake\lsr\plates\jameis\predamappndx\skookum.dgn:GIS FILE 29-DEC-2000 13:33: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 8.
**SKOOKUM
AREA**



1958 aerial photography of Ayer area.

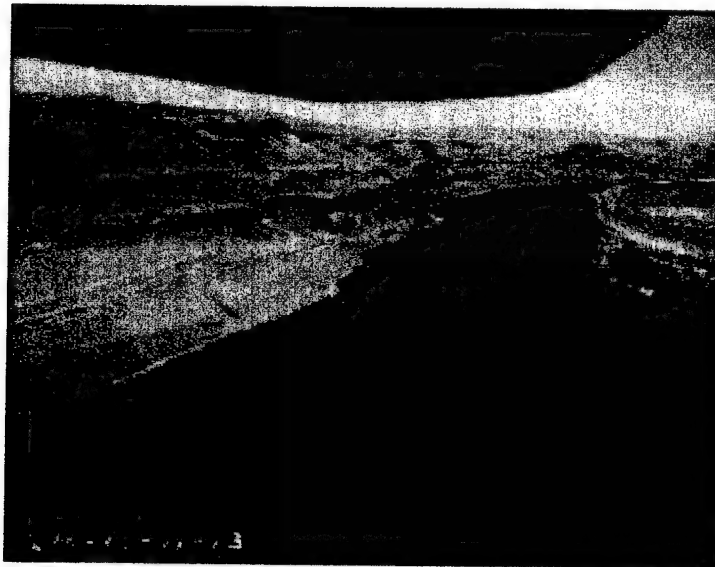


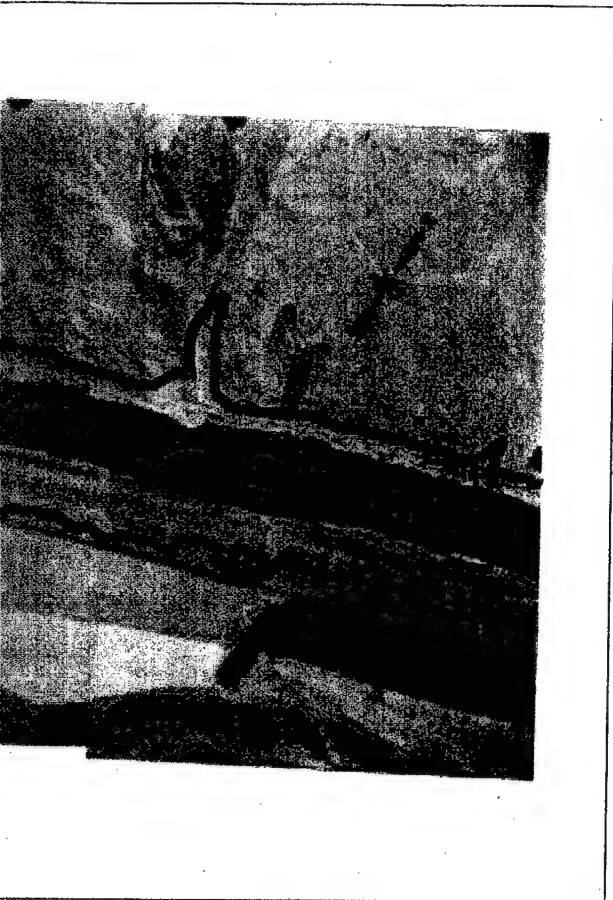
Photo 1. Right Bank, Ayer area, 1958 oblique.



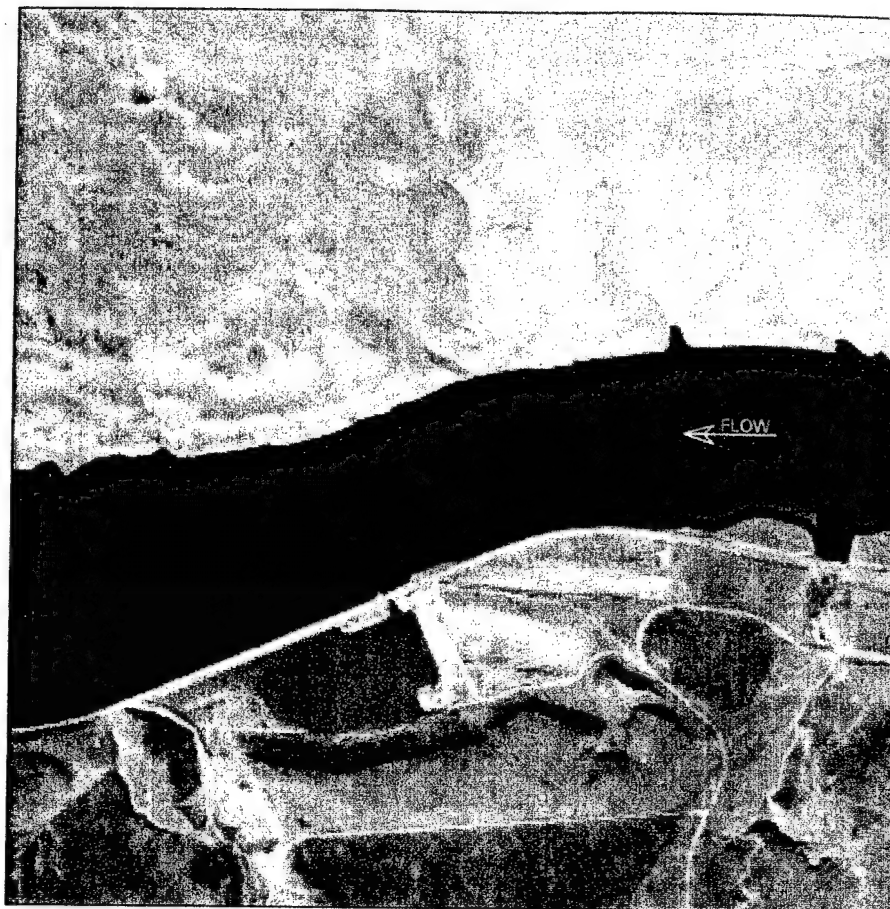
Photo 2. Left Bank, Ayer area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



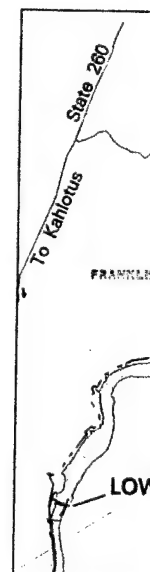
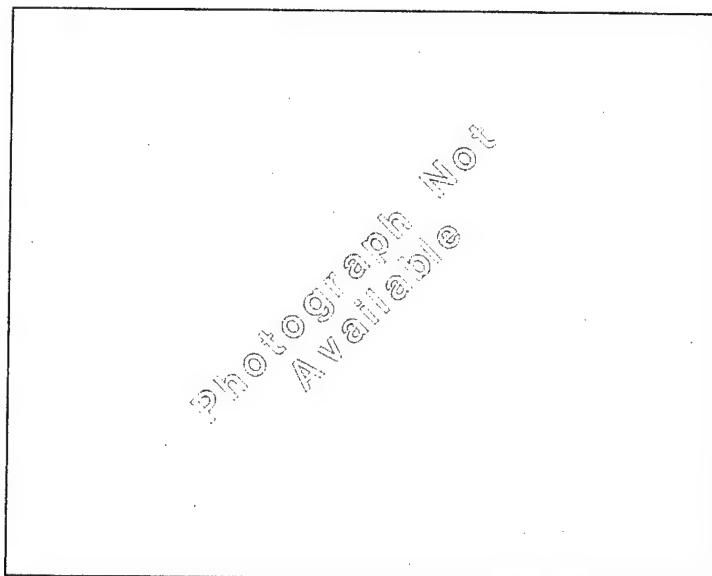
of Ayer area.



1992 aerial photography

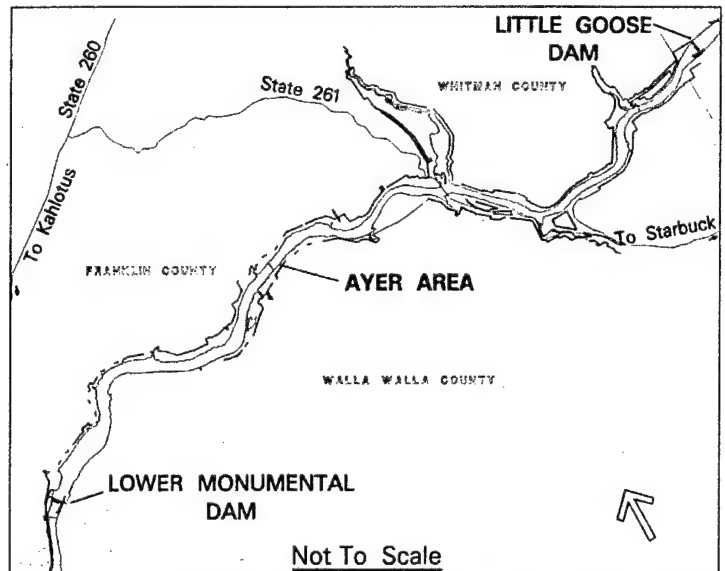
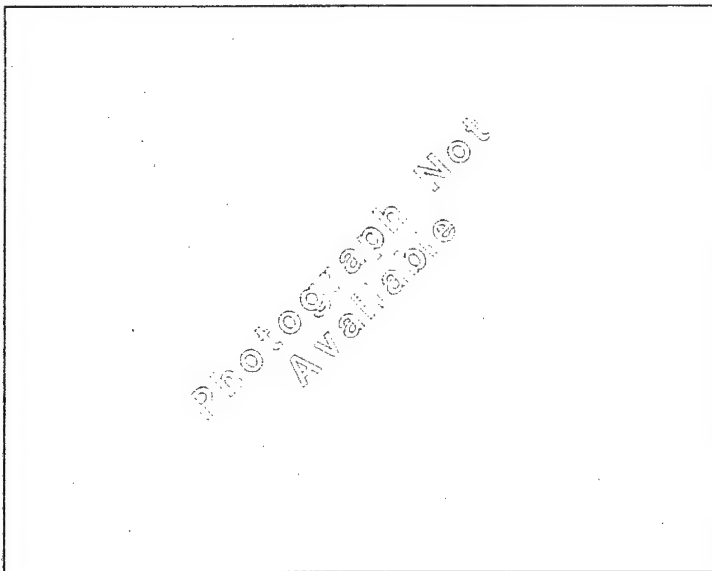


photo 2. Left Bank, Ayer area, 1958 oblique.





1992 aerial photograph of Ayer area.



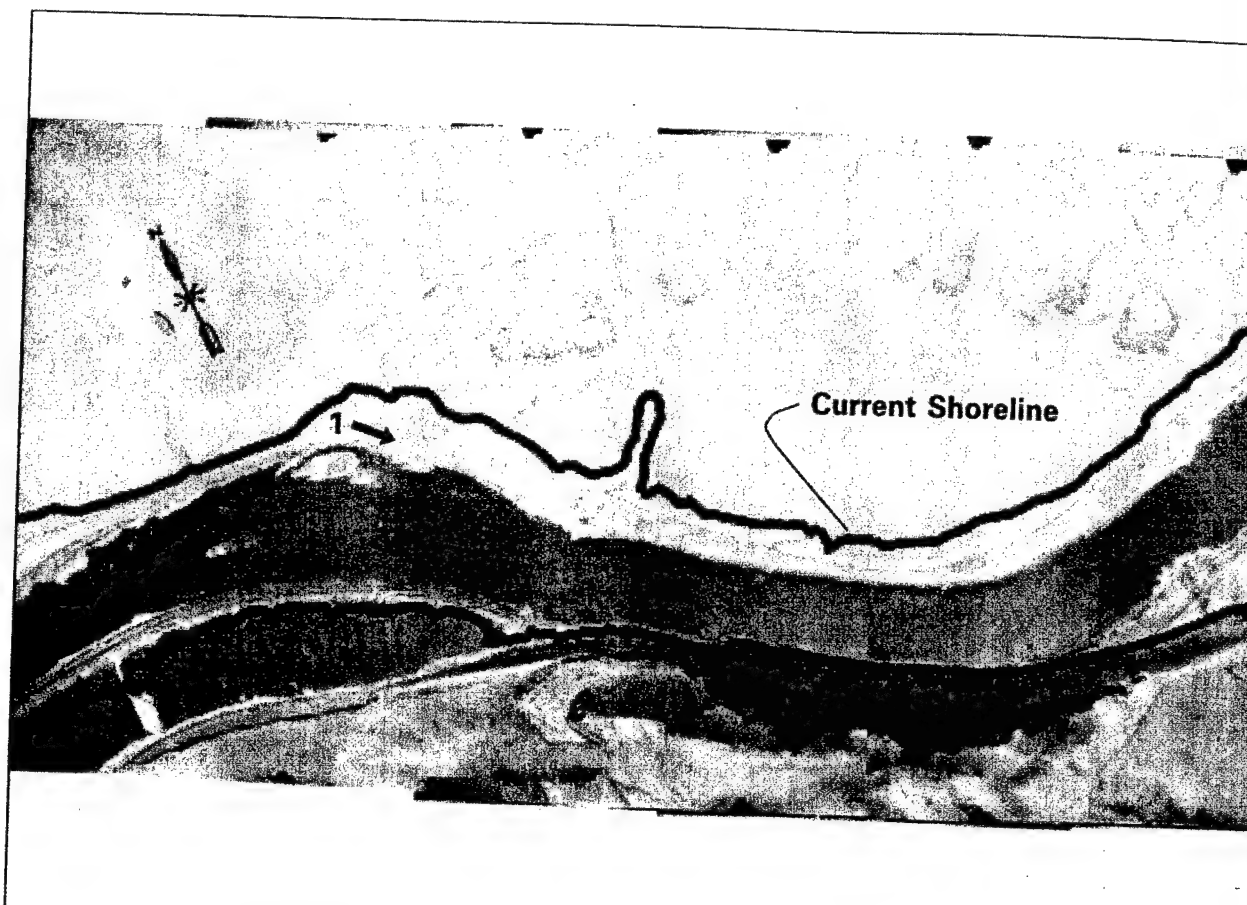
g:\lowersnake\lsr\plates\jameis\predamappndx\lrayer.dgn:GIS FILE 29-DEC-2000 13:40:PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 9.
**AYER
AREA**



1958 aerial photography of 55 Mile area.



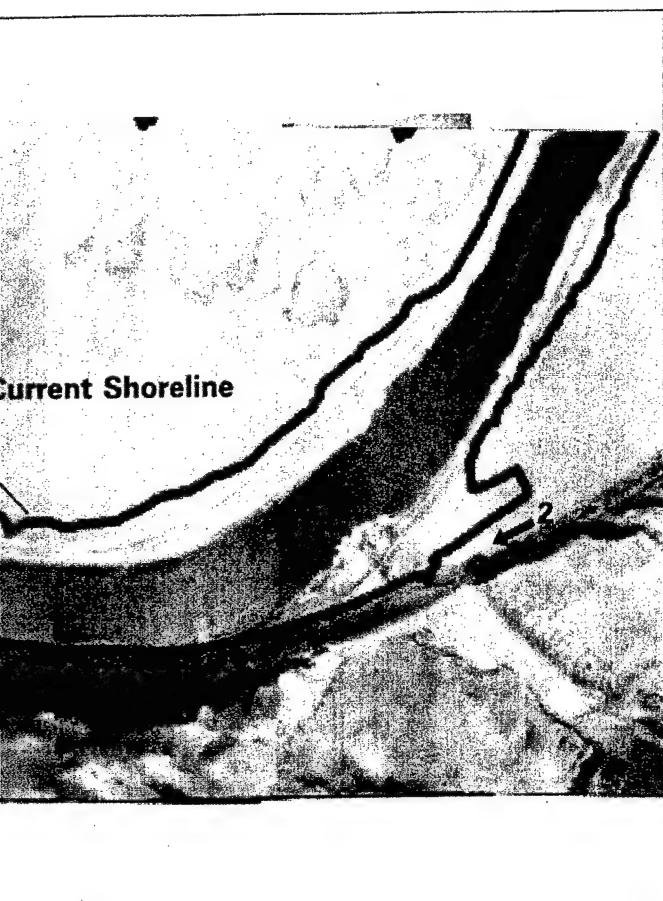
Photo 1. Right Bank, 55 Mile area, 1958 oblique.



Photo 2. Left Bank, 55 Mile area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



of 55 Mile area.



1992 aerial photography

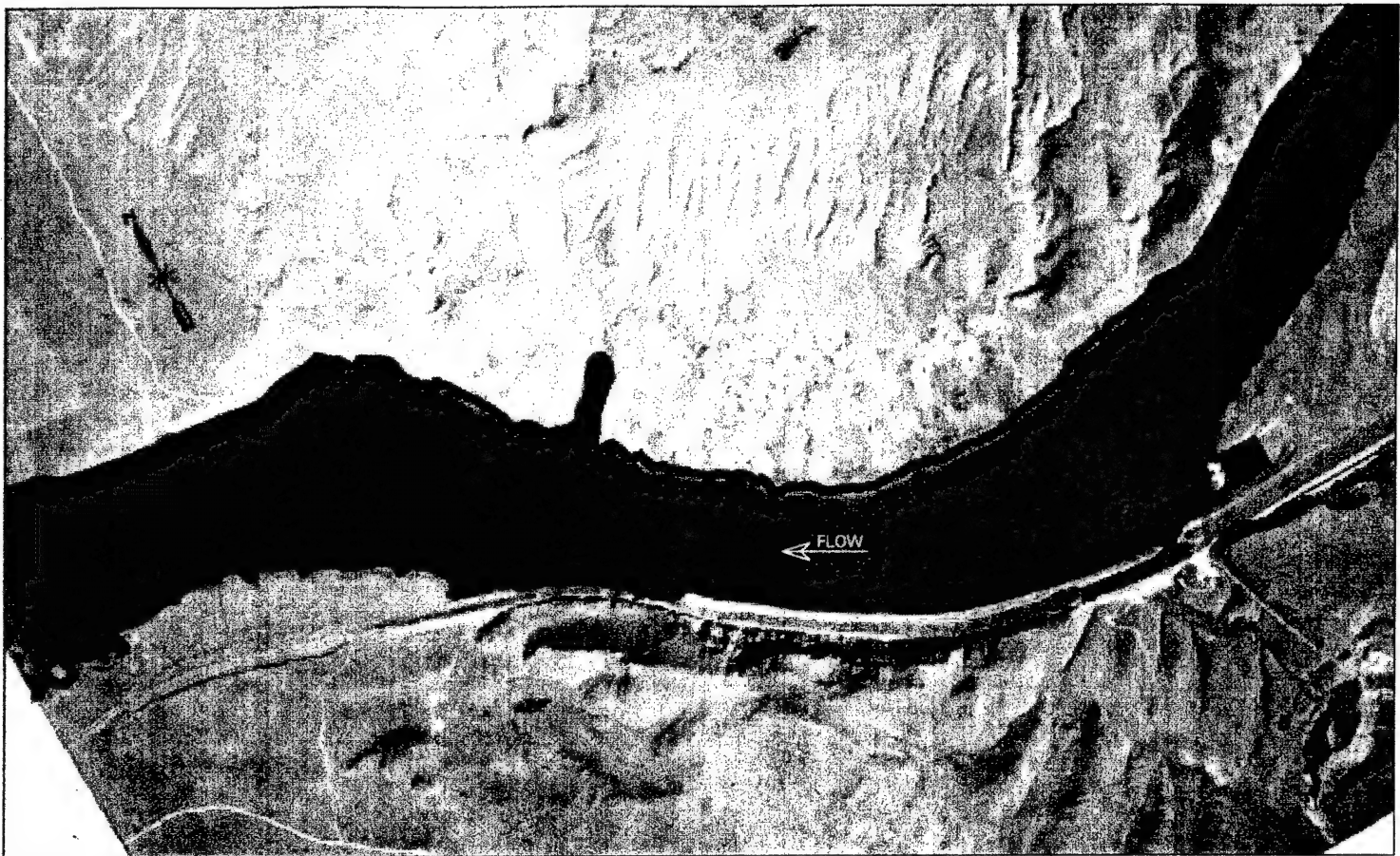


Photo 2. Left Bank, 55 Mile area, 1958 oblique.



Photo 3. Left Bank, 55 Mile area, 1958 oblique.

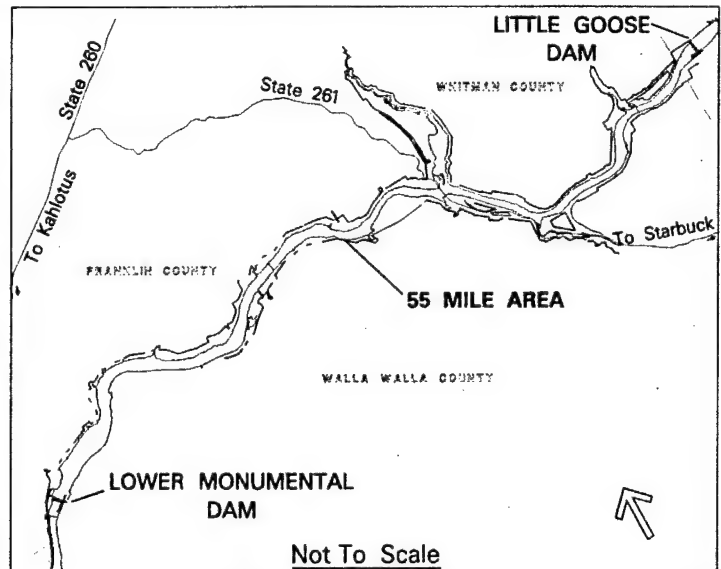




1992 aerial photograph of 55 Mile area.



Photo 3. Left Bank, 55 Mile area, 1958 oblique.



g:\lowersnake\isr\plates\ismeta\predam\ppndx\55mile.dgn:GISFILE 29-DEC-2000 13:47: PLOTTED

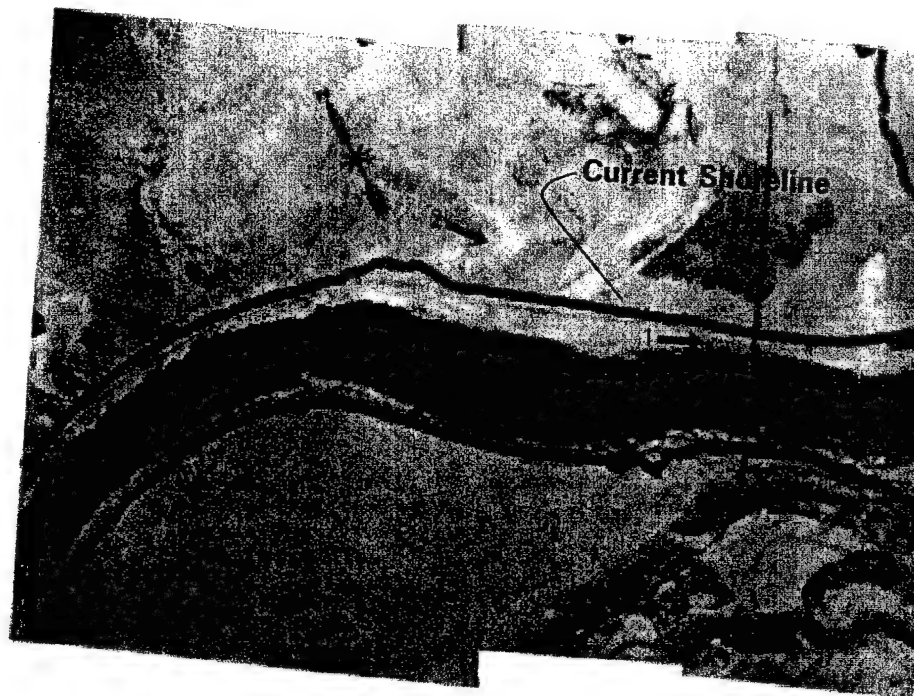


LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 10.

**55 MILE
AREA**

3



1958 aerial photography of Lyon's I

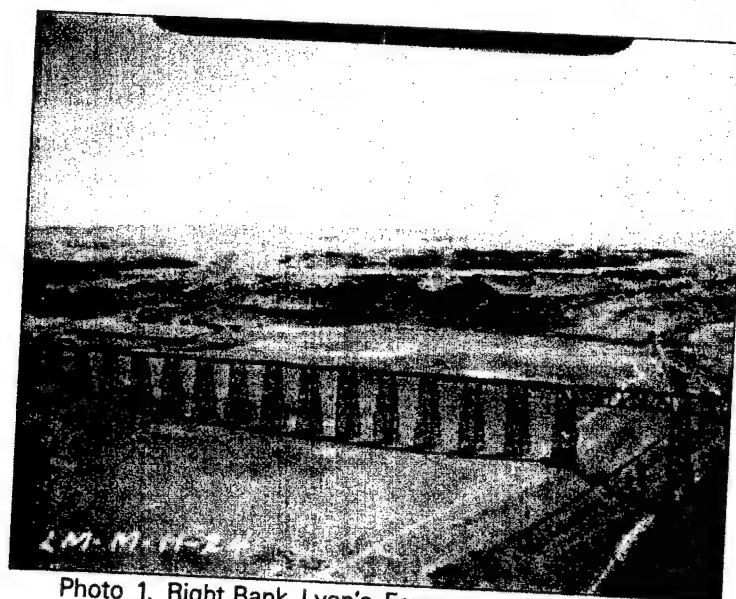


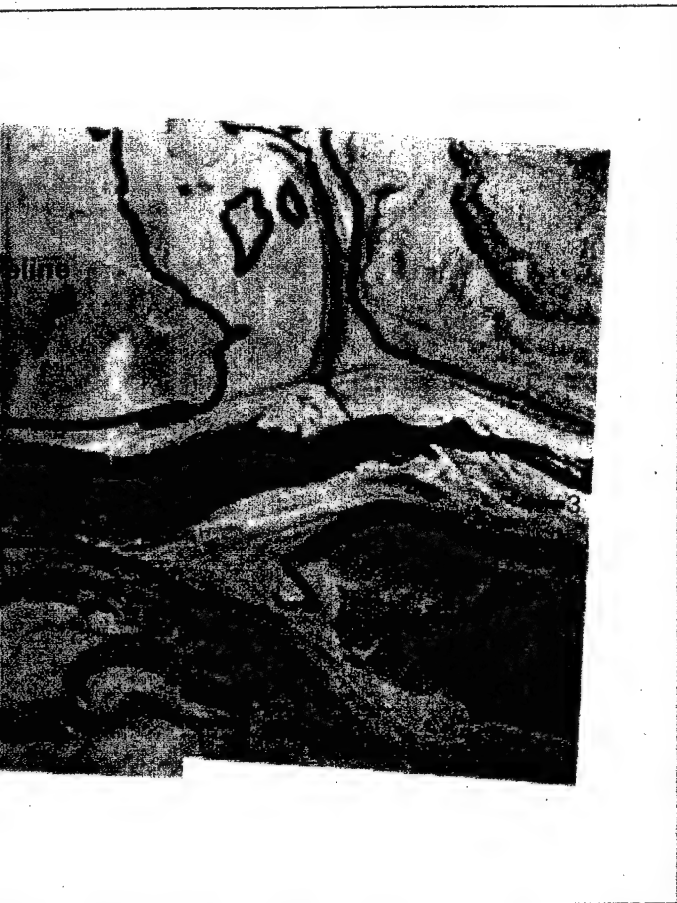
Photo 1. Right Bank, Lyon's Ferry area, 1958 oblique.



Photo 2. Right Ban

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



of Lyon's Ferry area.



1992 aerial photography of

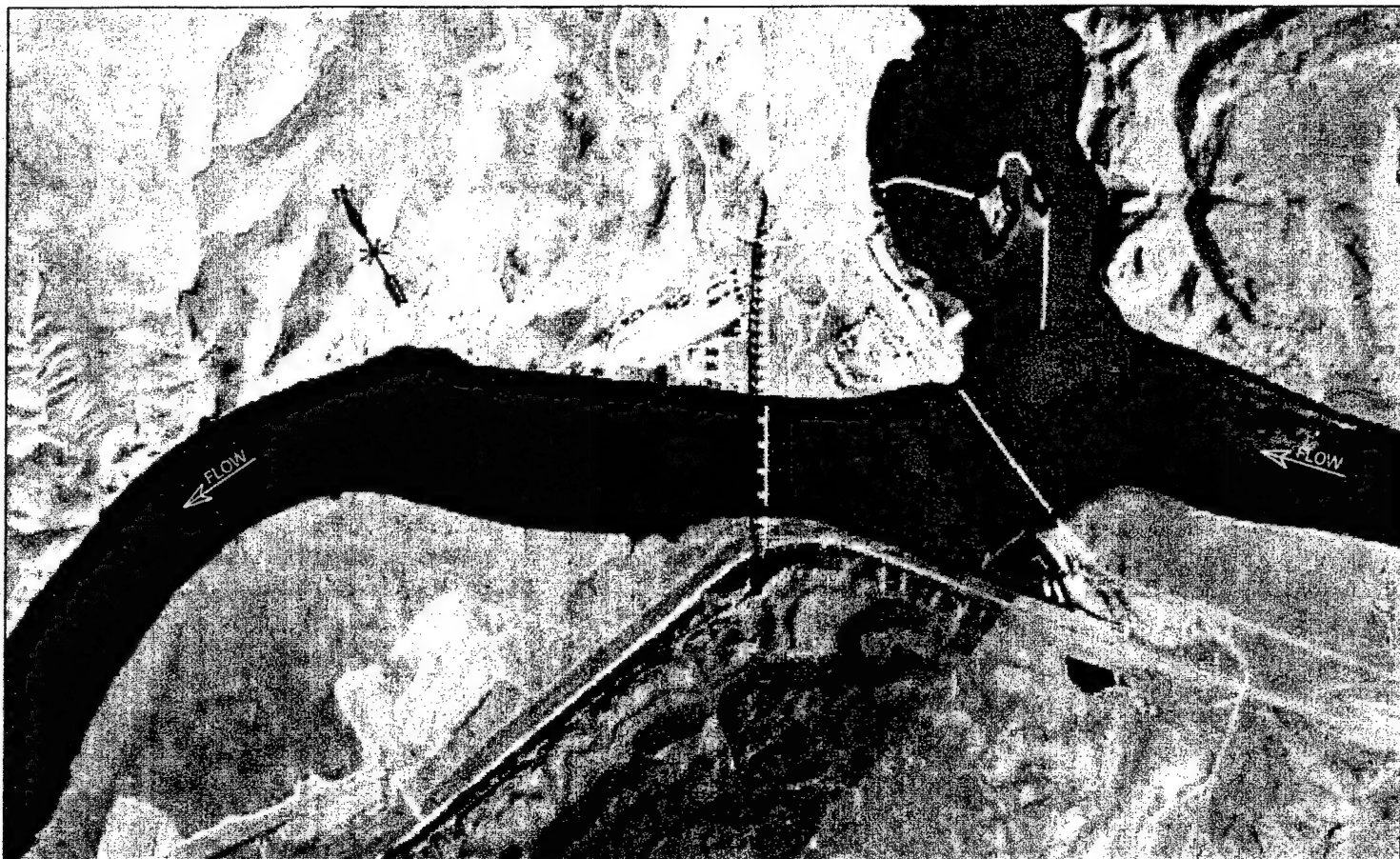


Photo 2. Right Bank, Lyon's Ferry area, 1958 oblique.



3. Left Bank, Lyon's Ferry area, 1958 oblique.

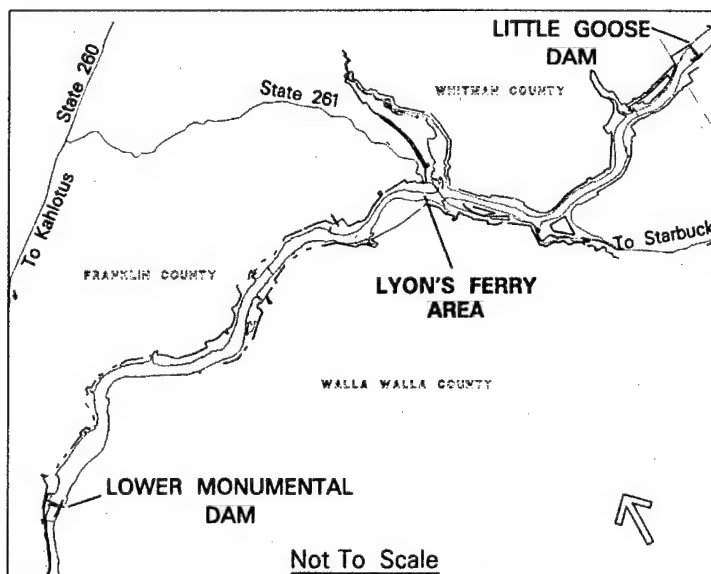




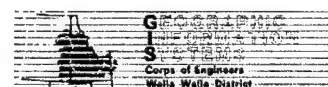
1992 aerial photograph of Lyon's Ferry area.



3. Left Bank, Lyon's Ferry area, 1958 oblique.



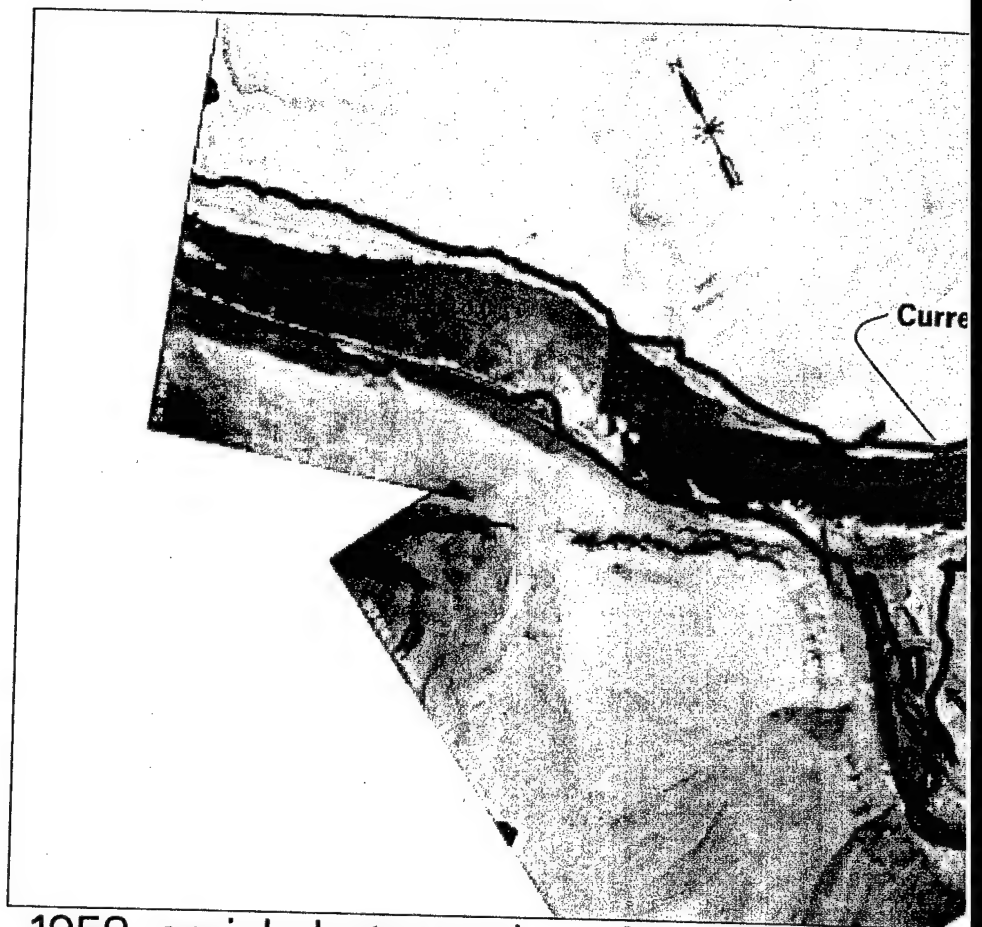
g:\lowersnake\lsr\plates\lsmeis\predamapp\pndx\lyons.dgn:GIS FILE 29-DEC-2000 13:55: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 11.
**LYON'S
FERRY AREA**



1958 aerial photograph of Tucannon River



Photo 1. Left Bank, Tucannon River area, 1958 oblique.

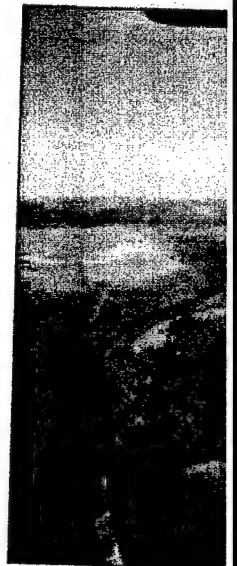
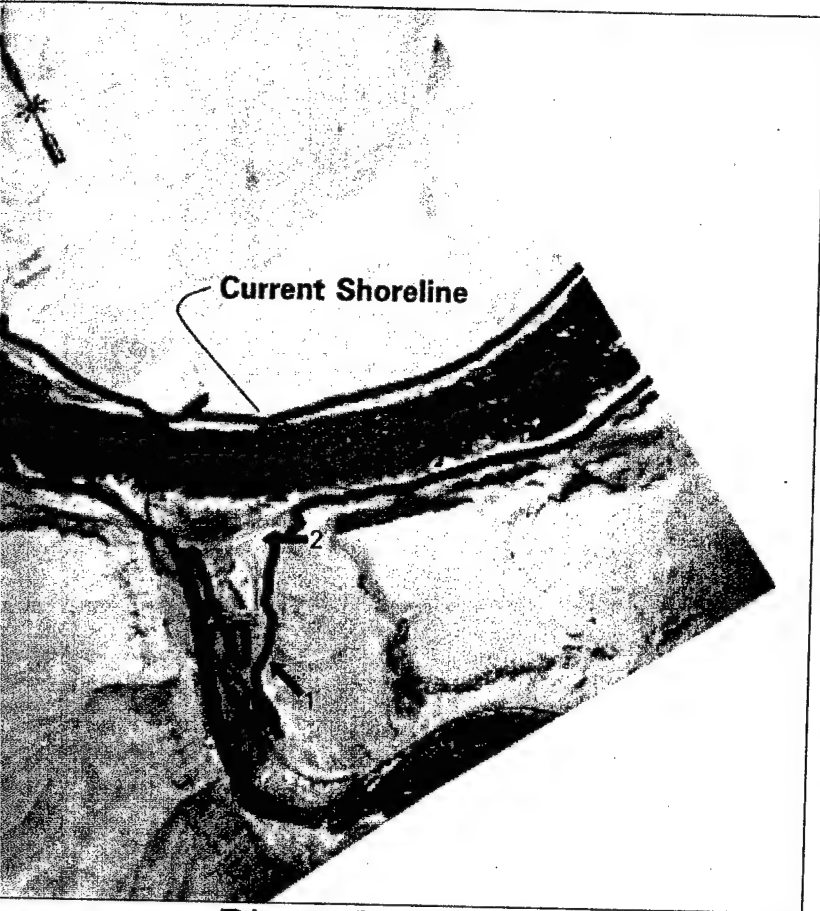


Photo 2. Left Bank, Tucannon River area, 1958 oblique.

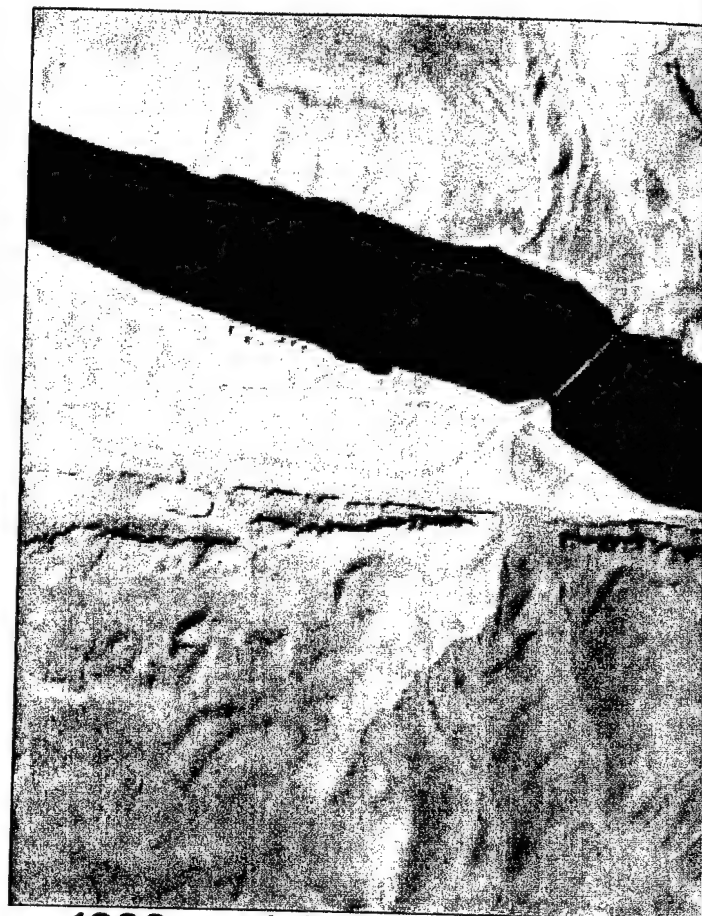
NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

①



Tucannon River Confluence area.



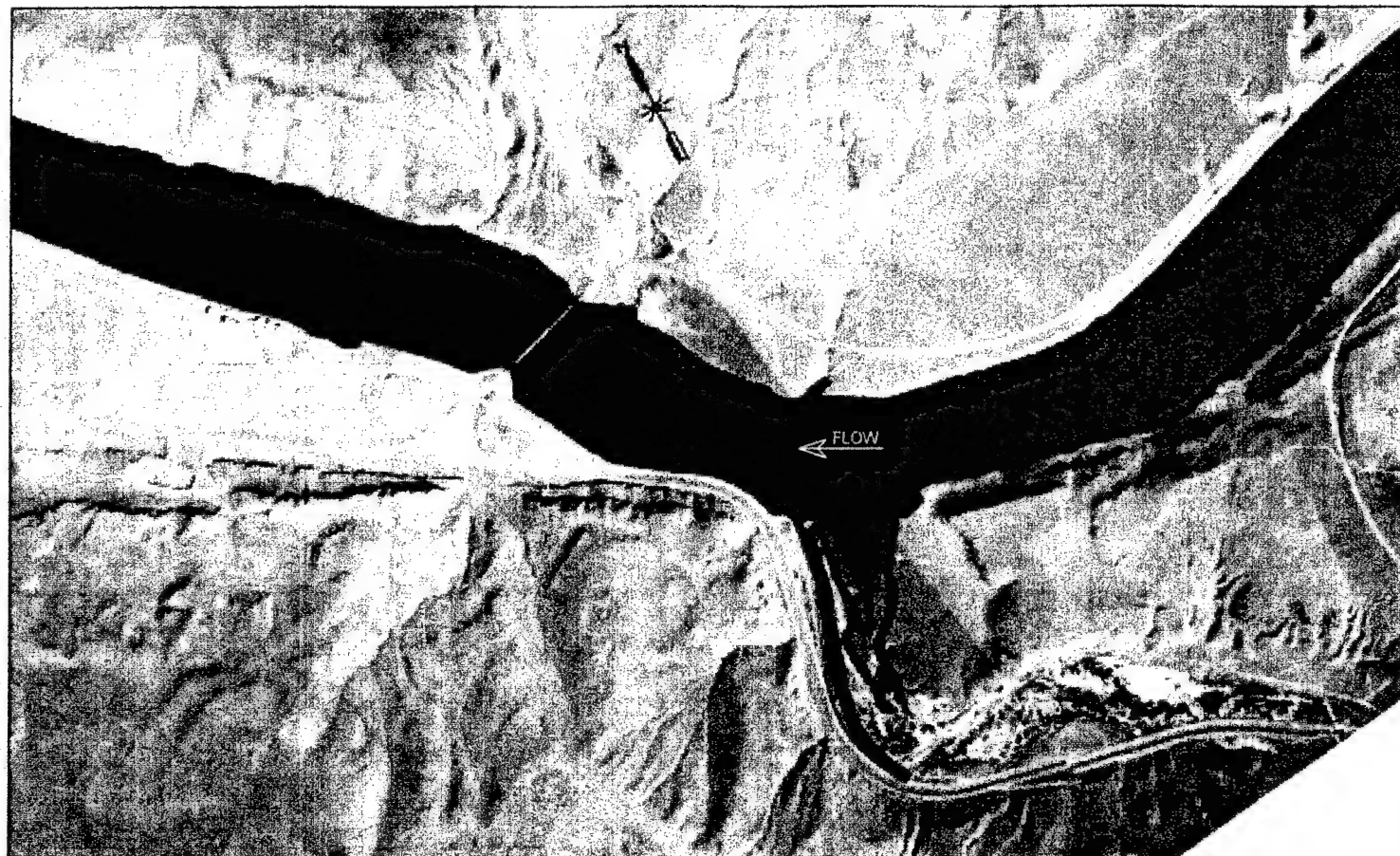
1992 aerial photography of T



Photo 2. Left Bank, Tucannon River area, 1958 oblique.



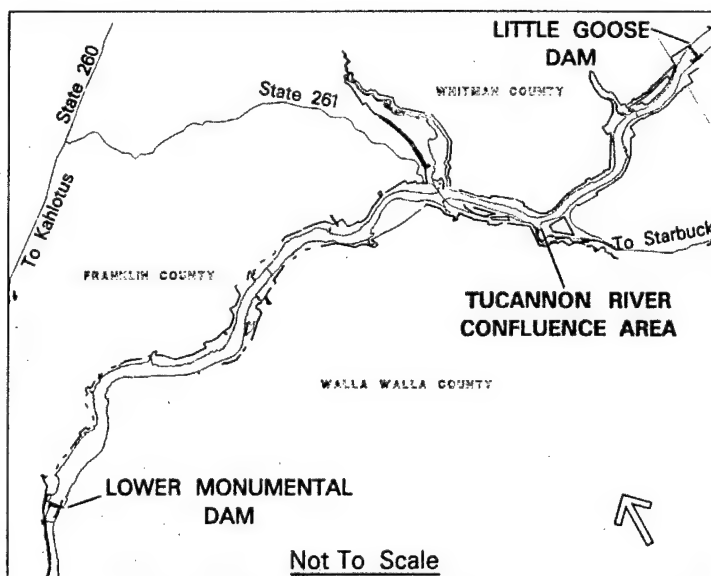
Photo 3. Left Bank, Tucannon River area, 1958 oblique.



1992 aerial photograph of Tucannon River Confluence area.



Photo 3. Left Bank, Tucannon River area, 1958 oblique.



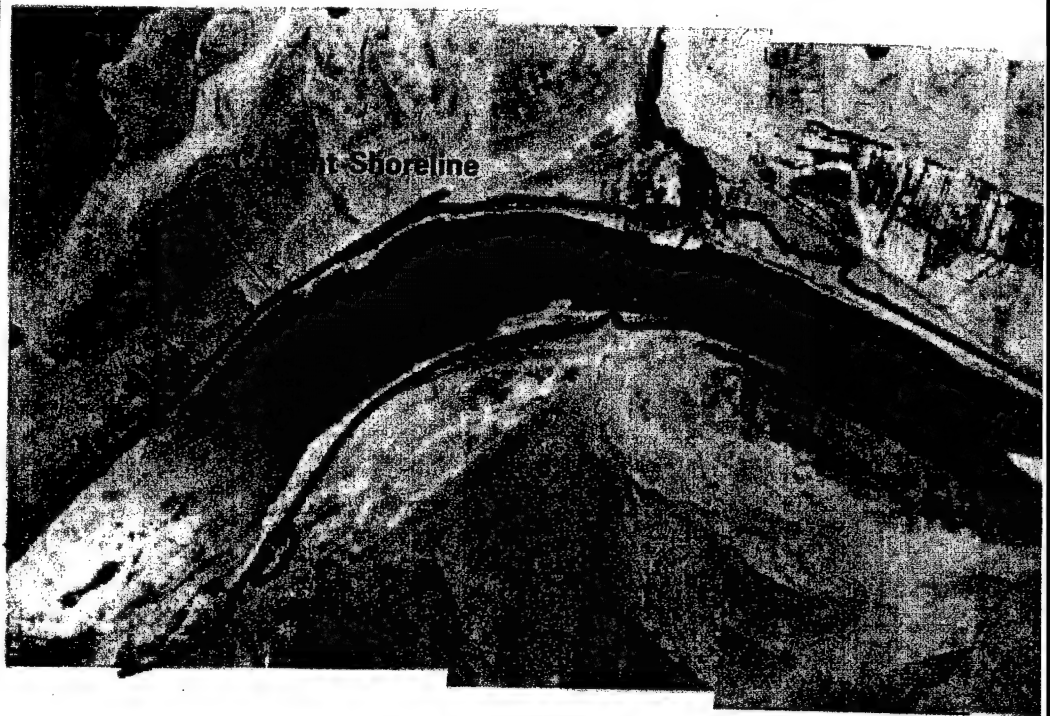
g:\lowersnake\lsr\plates\smels\predsmappndx\tucannon.dgn:GIS FILE 02-JAN-2001 10:03: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 12.
**TUCANNON RIVER
CONFLUENCE AREA**



1958 aerial photography of Riparia area



Photo 1. Right Bank, Riparia area, 1958 oblique.

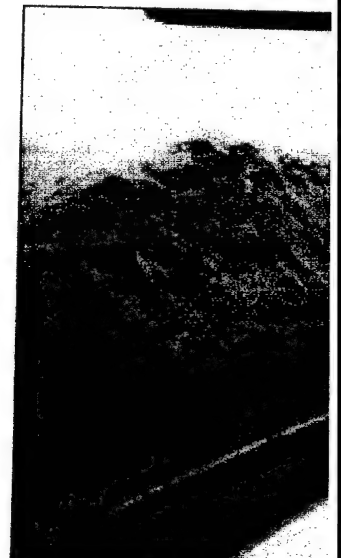


Photo 2. Left Bank, Riparia area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



Riparia area.



1992 aerial photograph of

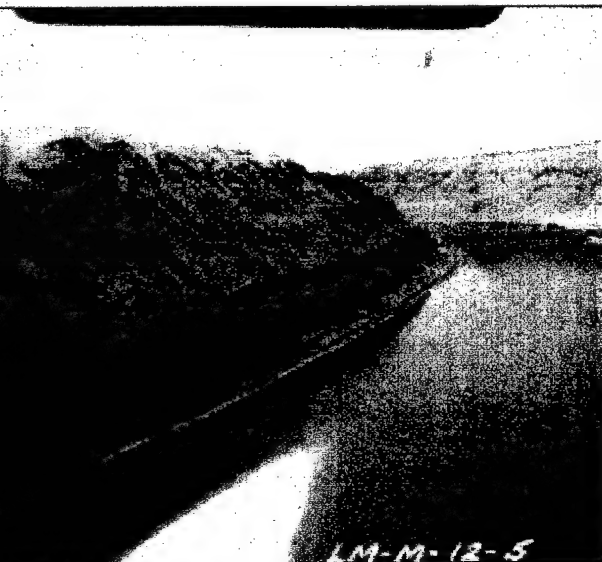
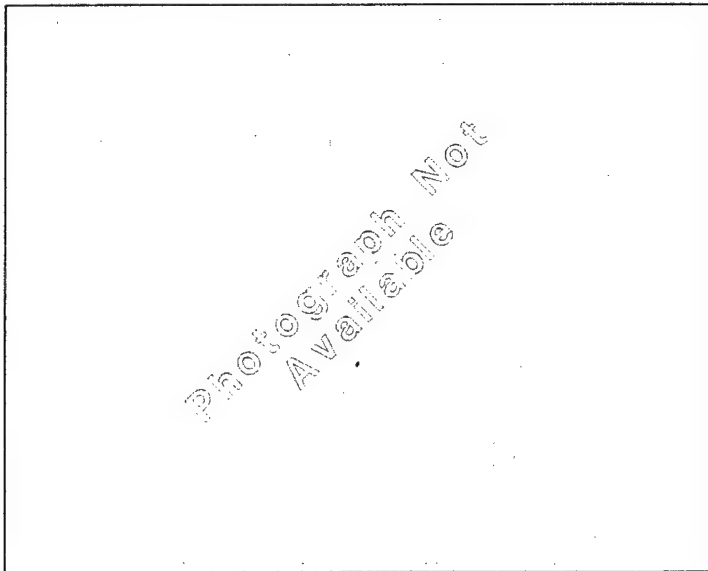
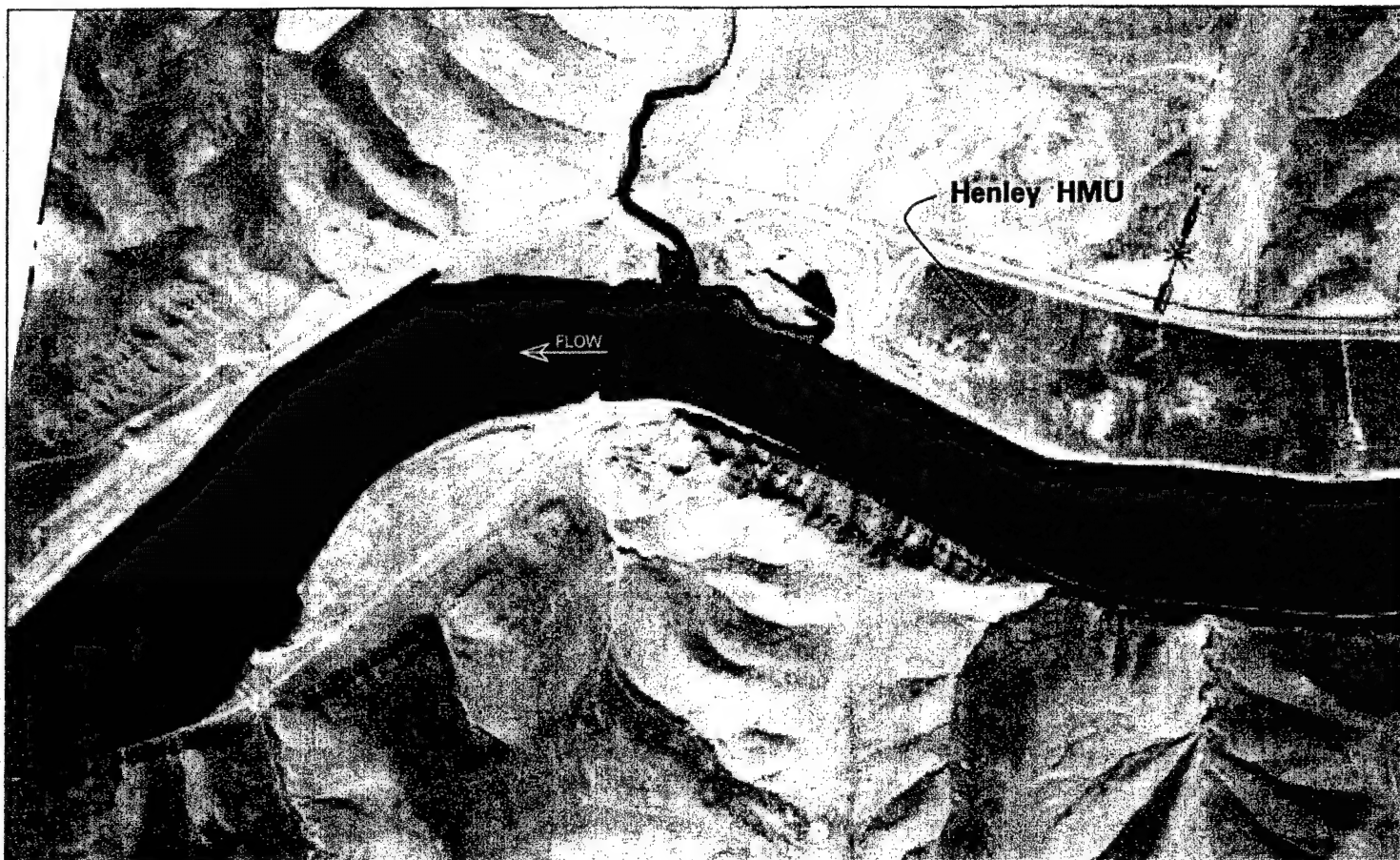
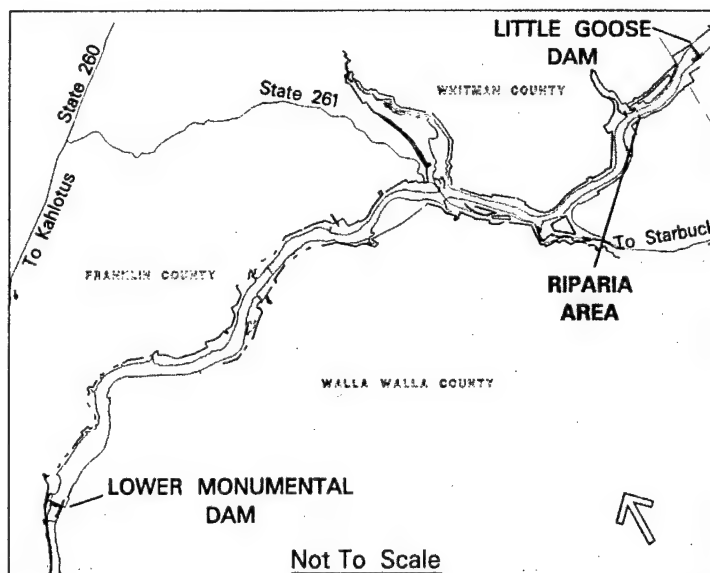
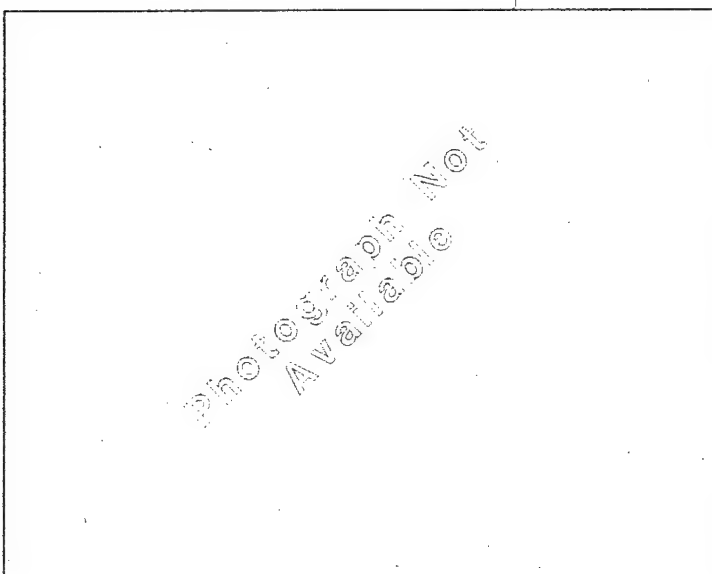


Photo 2. Left Bank, Riparia area, 1958 oblique.





1992 aerial photograph of Riparia area.



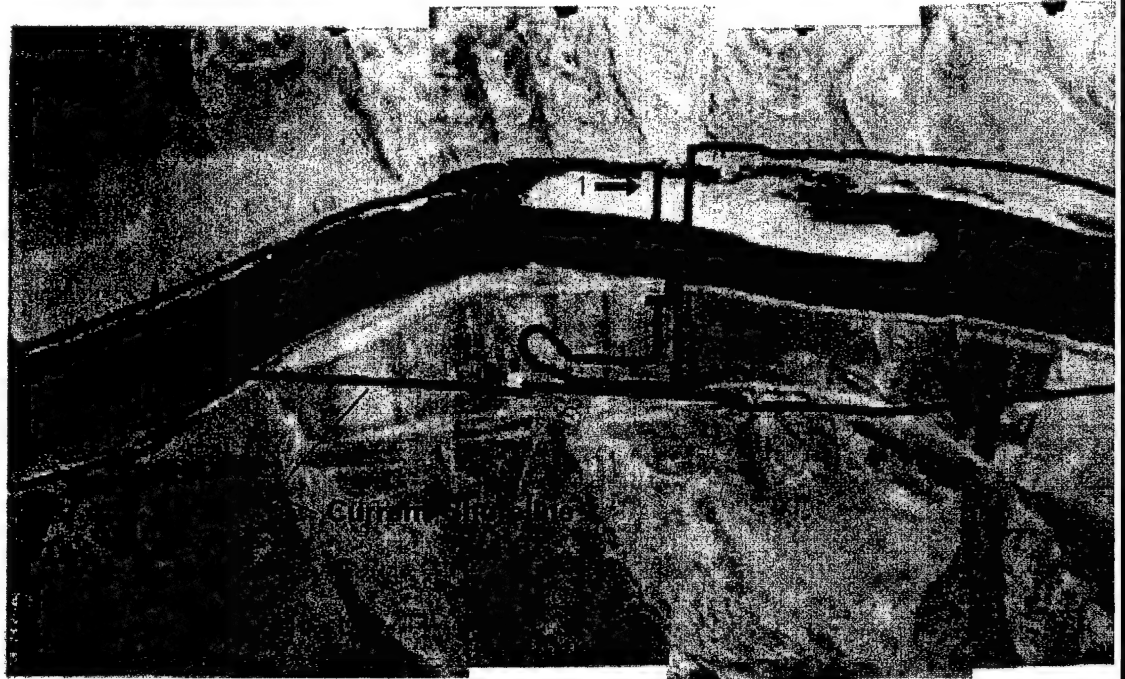
g:\lowersnake\er\plates\jameis\predemap\pdx\riparia.dgn:GIS FILE 02-JAN-2001 10:11: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 13.
**RIPARIA
AREA**



1958 aerial photography of Little Goose Dam



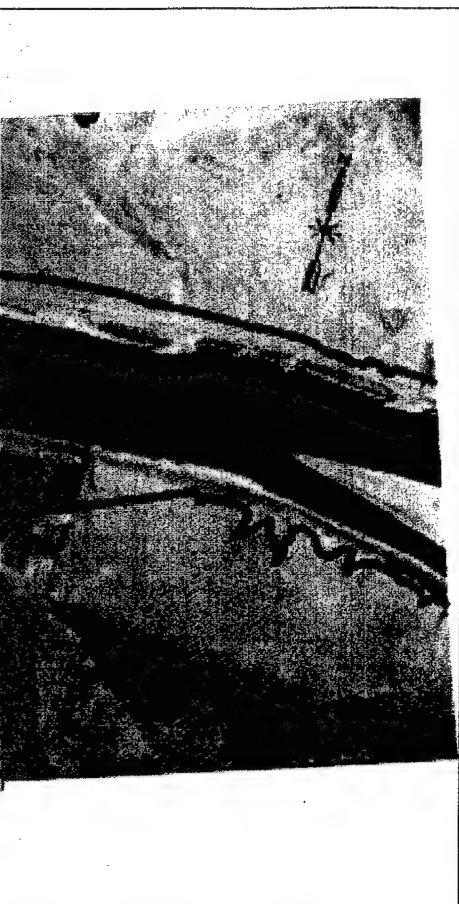
Photo 1. Right Bank, Little Goose Dam area, 1958 oblique.



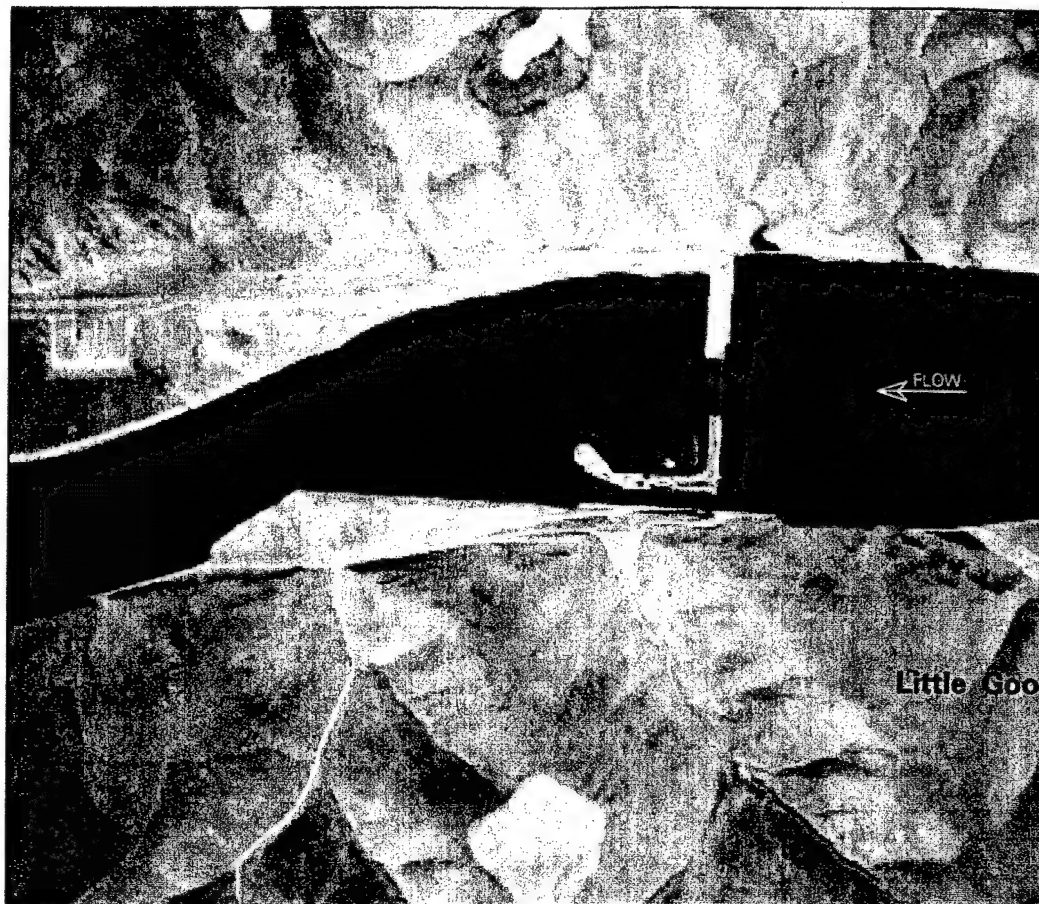
Photo 2. Right Bank, Little Goose

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



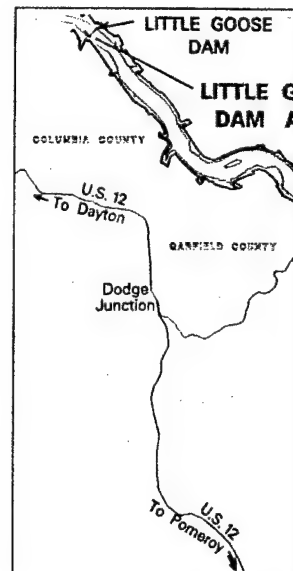
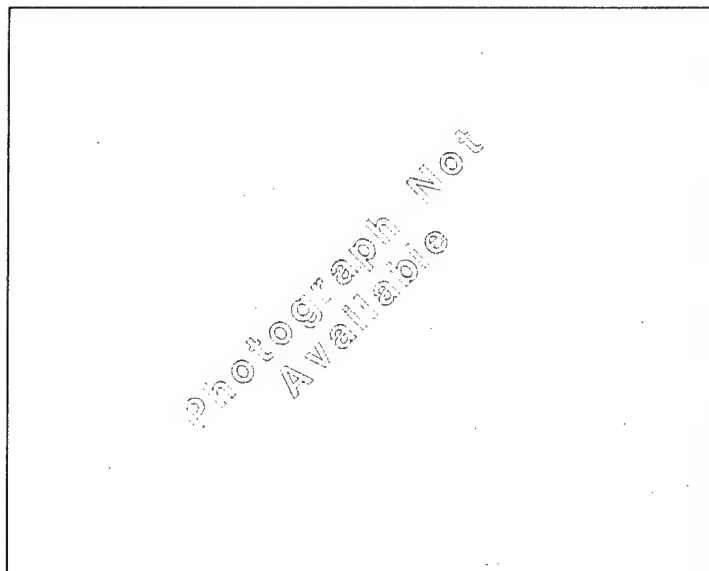
Little Goose Dam area.



1992 aerial photograph of Little Goose Dam.



Little Goose Dam area, 1958 oblique.



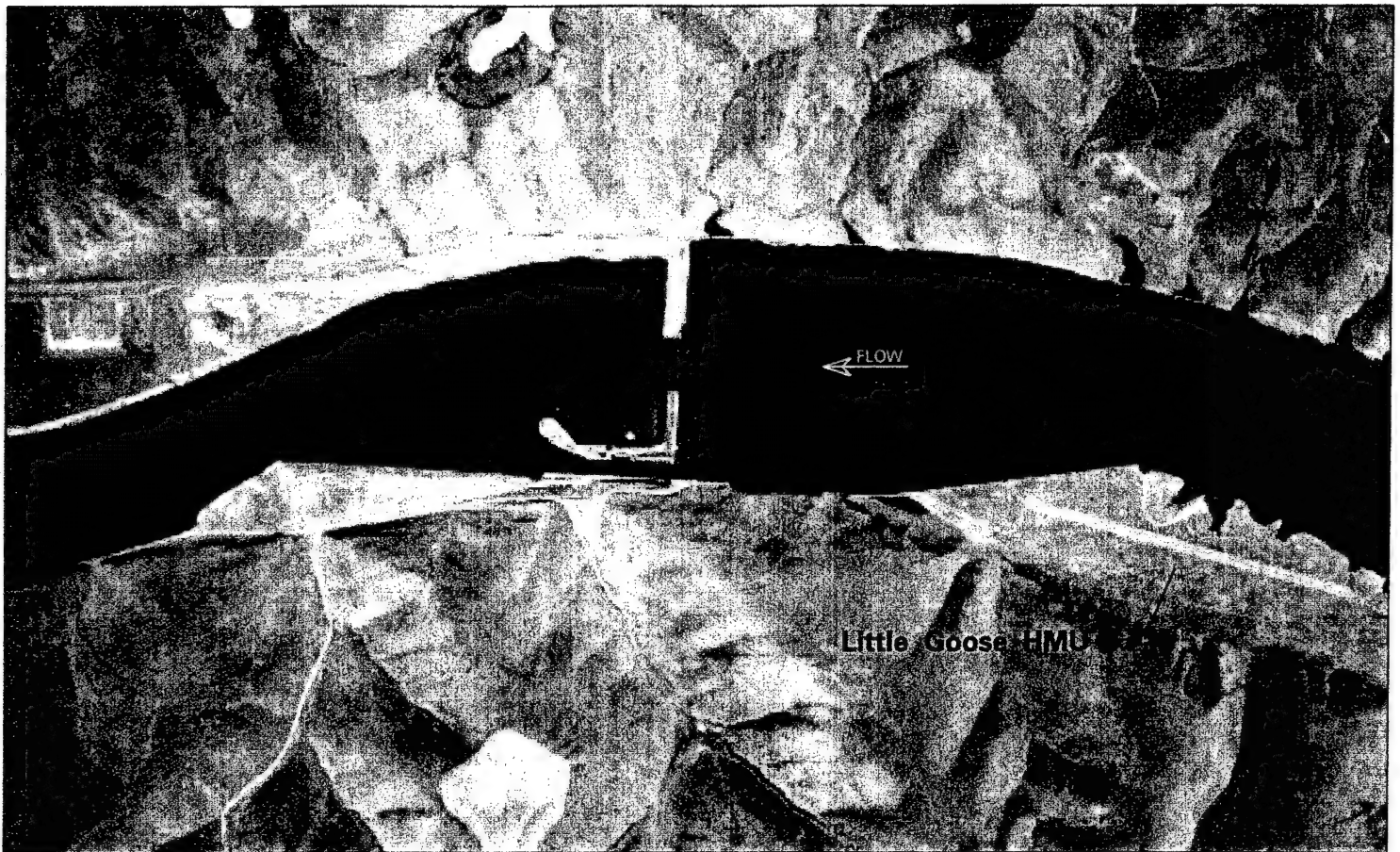
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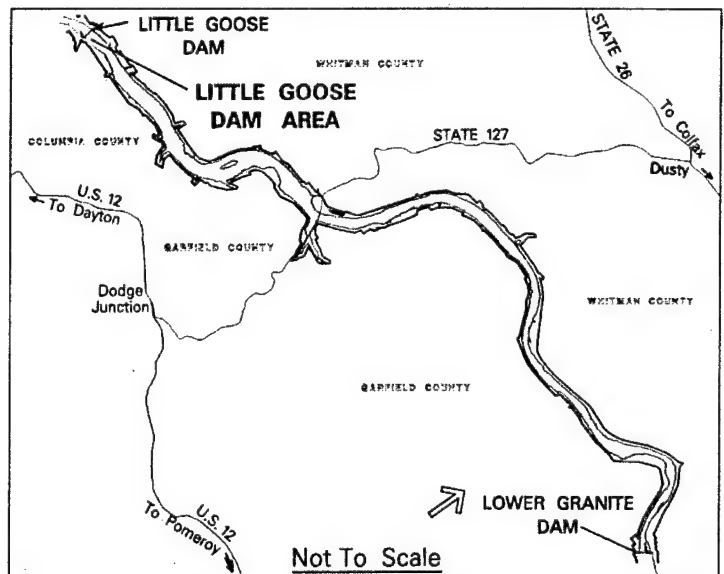
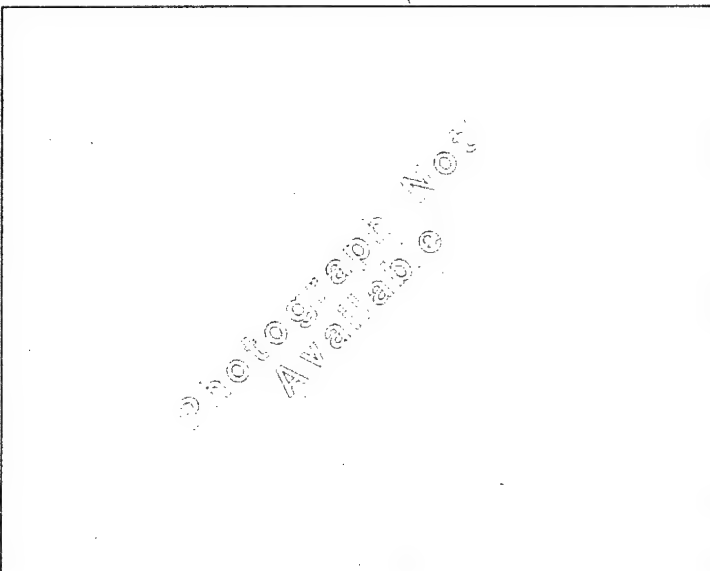
Juvenile

(2)

L



1992 aerial photograph of Little Goose Dam area.



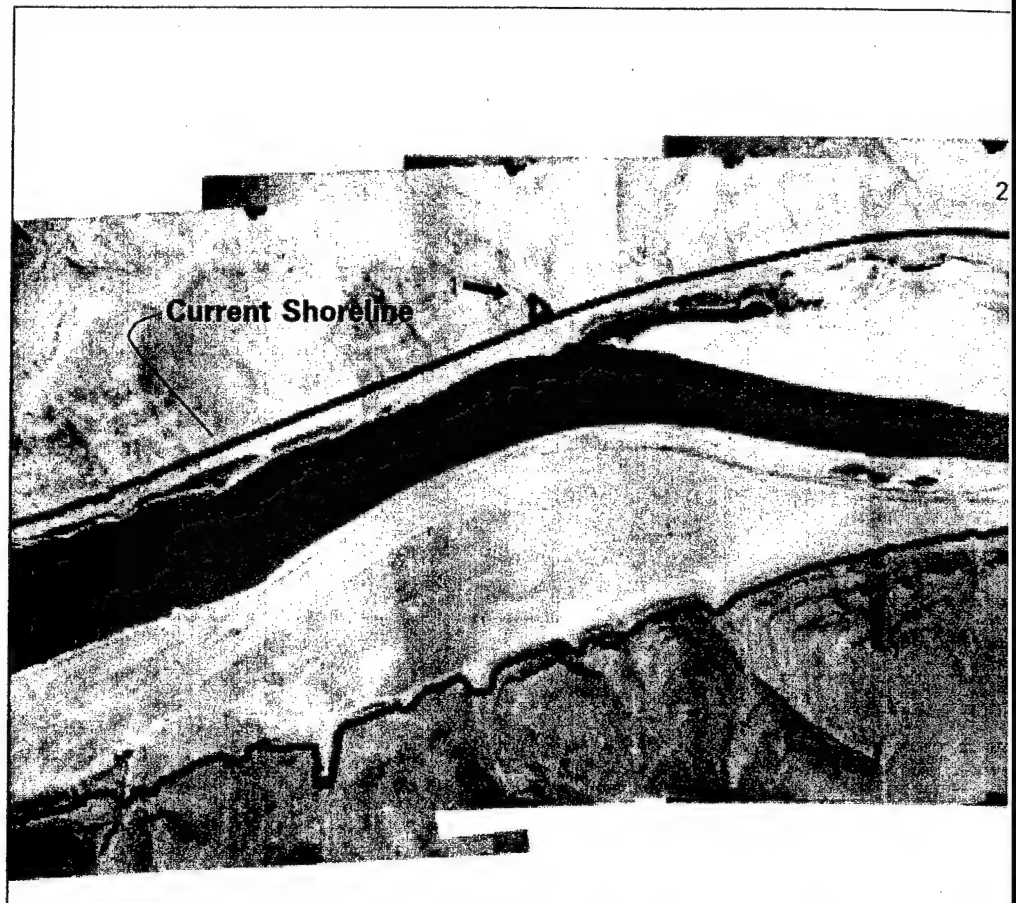
g:\lowersnake\sr\plates\smels\predamappndt\lgadam.dgn:GIS FILE 02-JAN-2001 14:19: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 14.
**LITTLE GOOSE
DAM AREA**



1958 aerial photograph of Goose Is



Photo 1. Right Bank, Goose Island area, 1958 oblique.

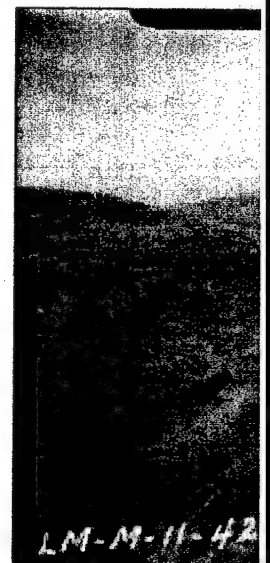
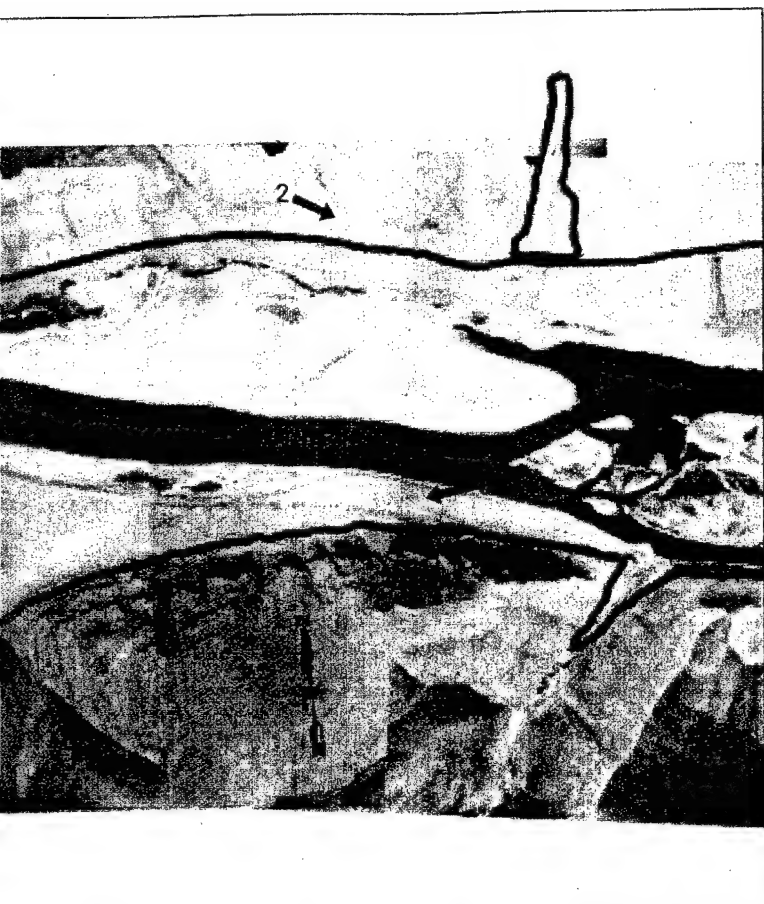


Photo 2. Right Bar

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

1



y of Goose Island area.



1992 aerial photograph



Photo 2. Right Bank, Goose Island area, 1958 oblique.

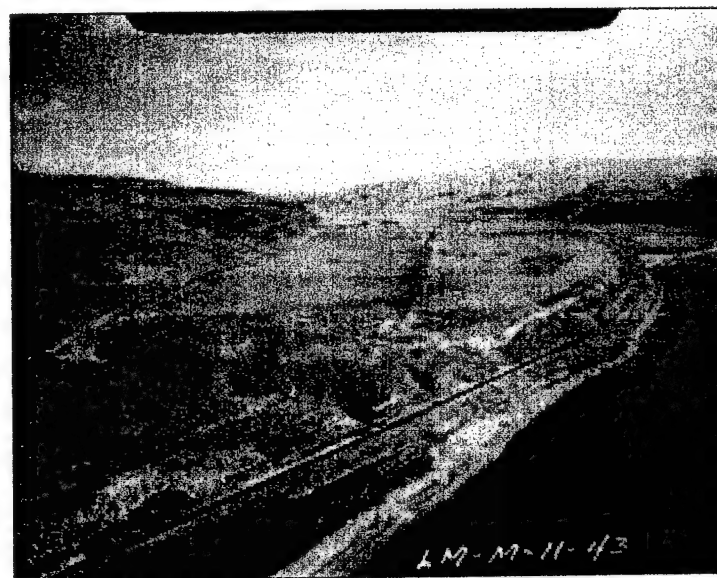
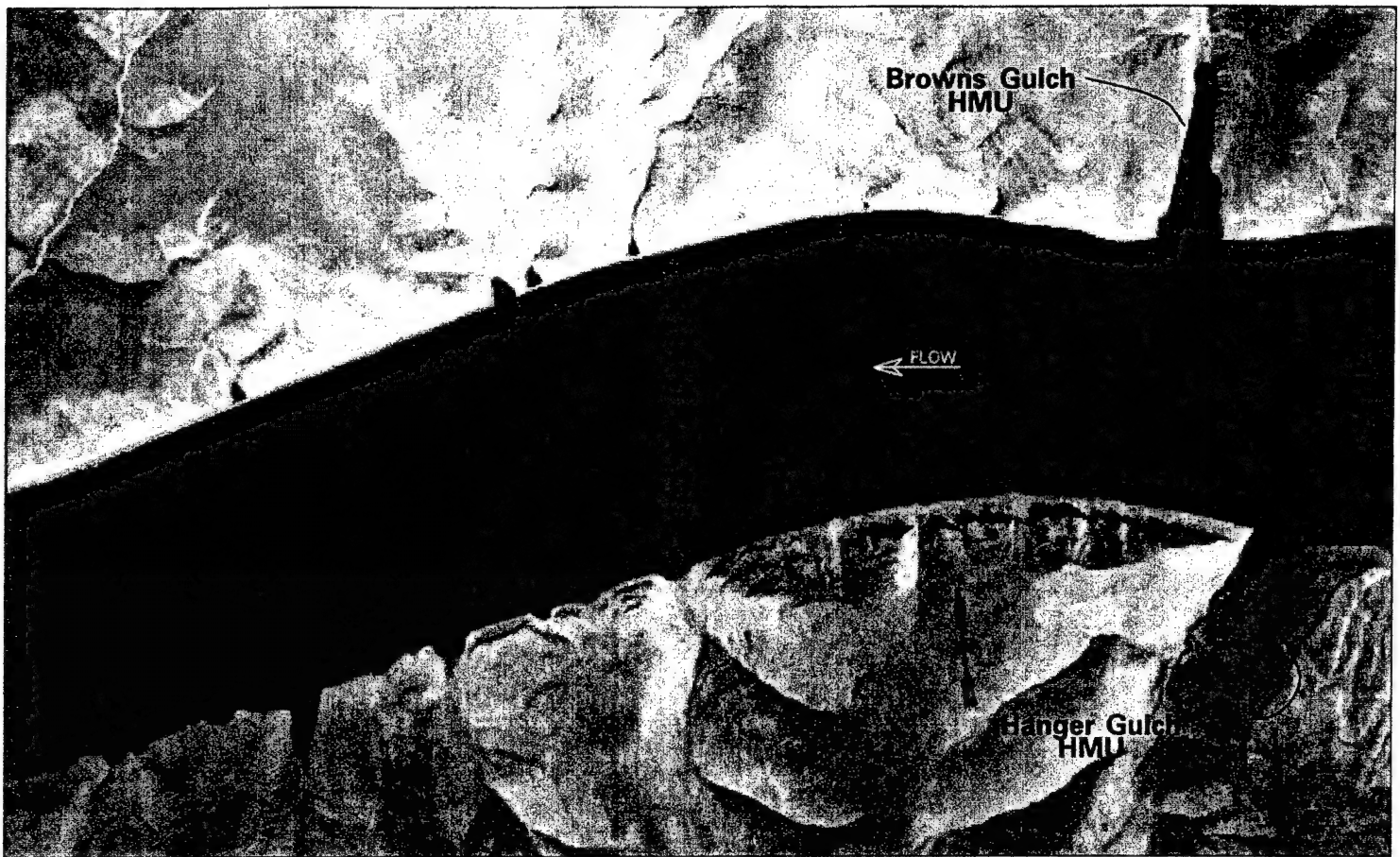


Photo 3. Left Bank, Goose Island area, 1958 oblique.



1992 aerial photograph of Goose Island area.

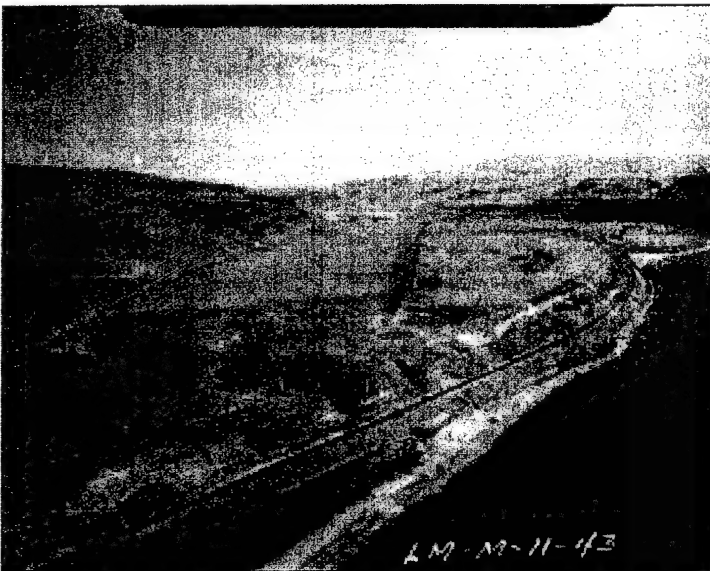
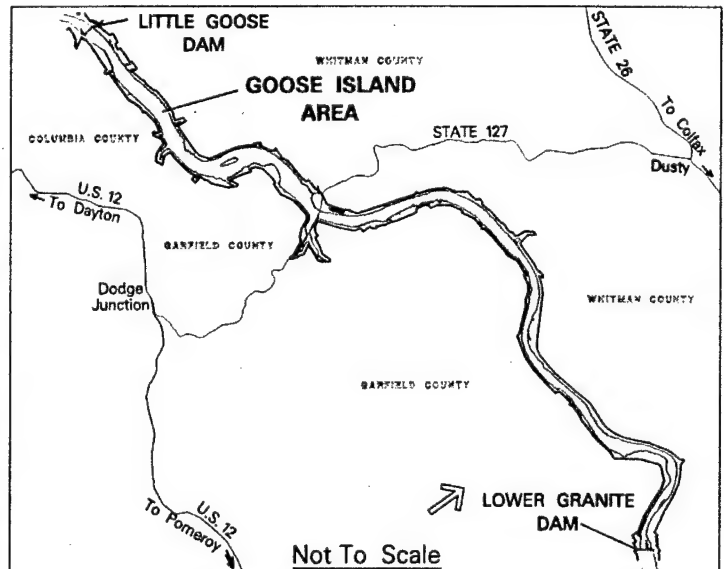


Photo 3. Left Bank, Goose Island area, 1958 oblique.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 15.

**GOOSE
ISLAND AREA**

(3)



1958 aerial photograph of New York Bar area.



Photo 1. Right Bank, New York Bar area, 1958 oblique.

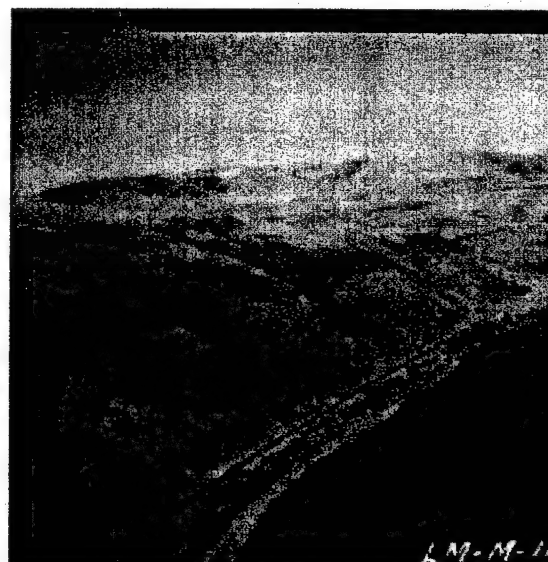


Photo 2. Right Bank, New York Bar area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



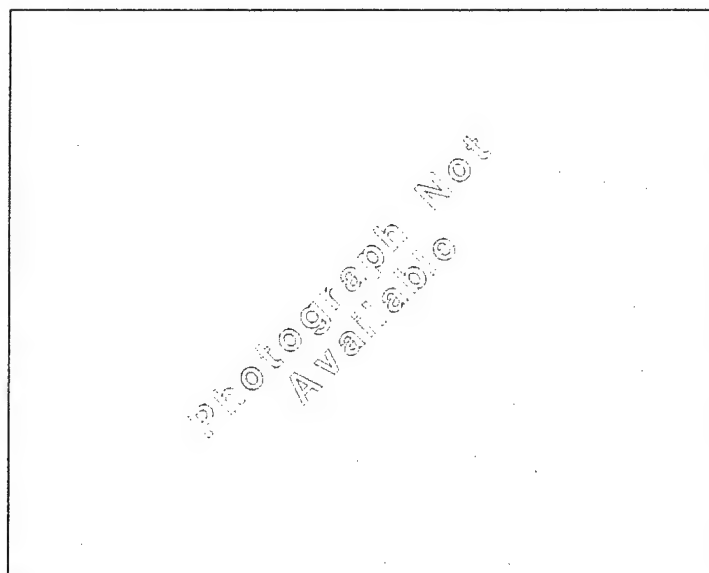
rk Bar area.



1992 aerial photography of New Yo



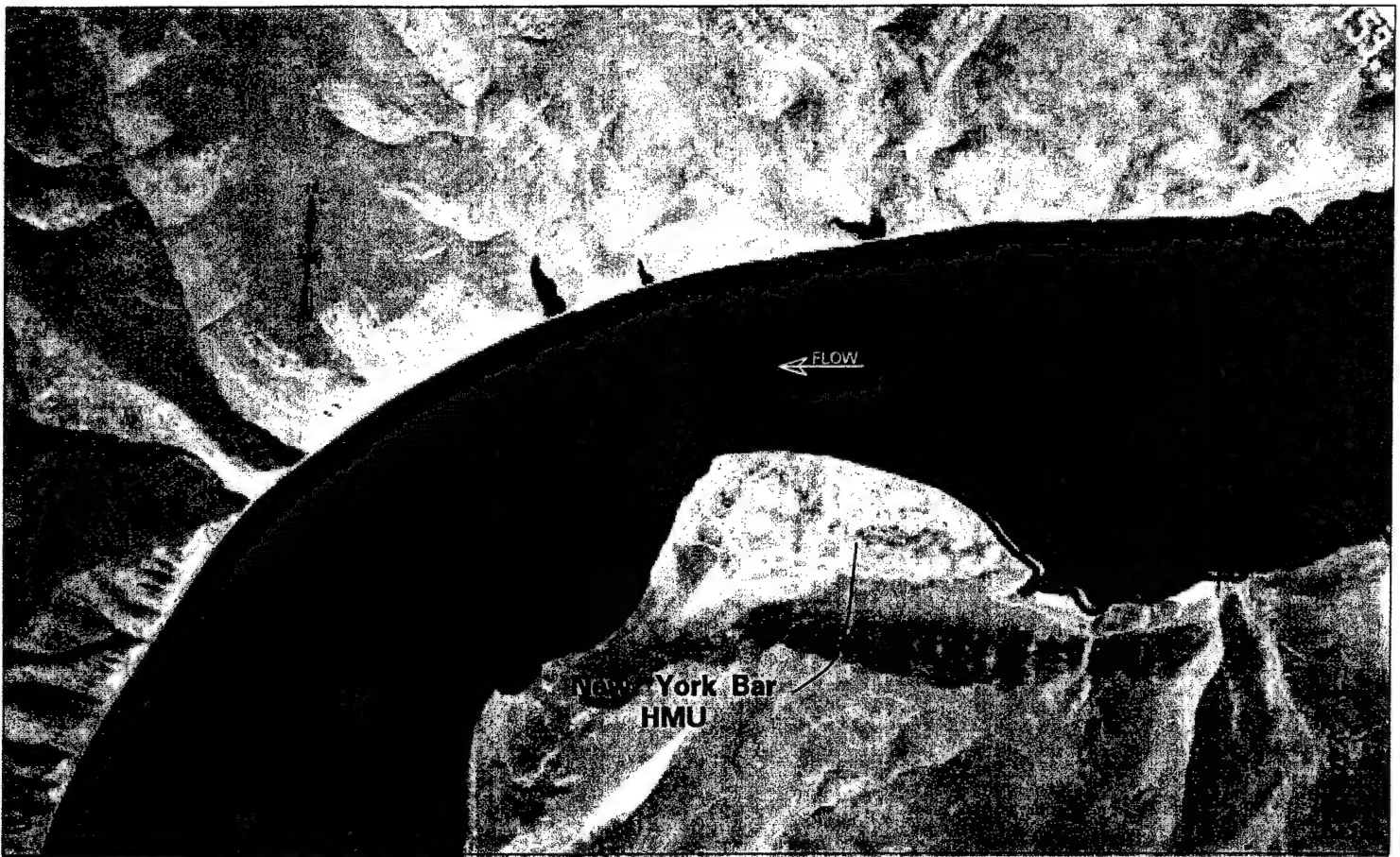
nk, New York Bar area, 1958 oblique.



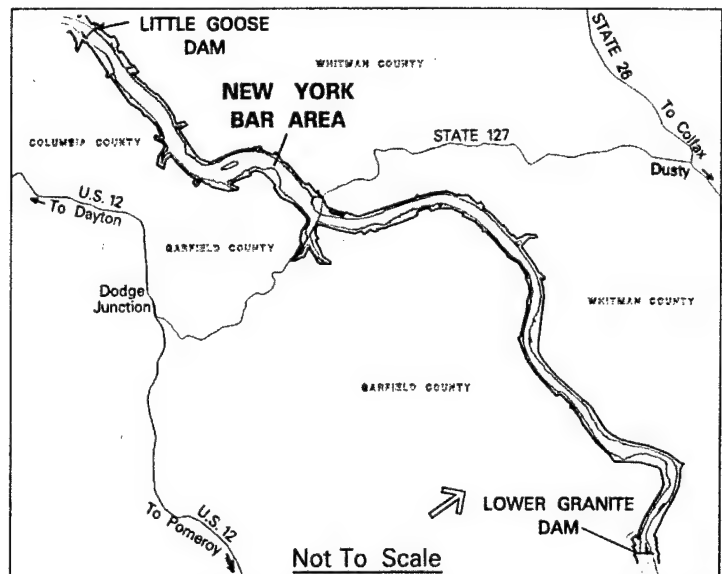
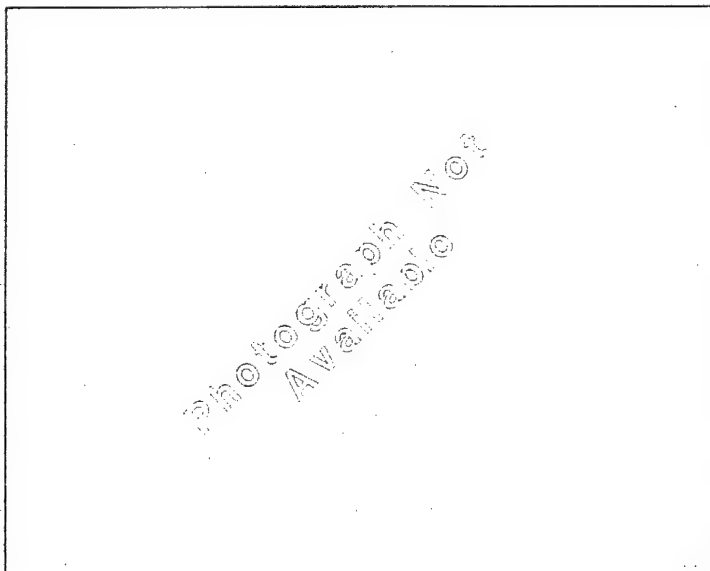
g:\lowersnake\lsr\p

Juvenile

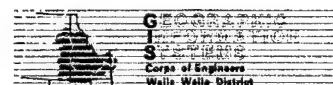
2



1992 aerial photograph of New York Bar area.



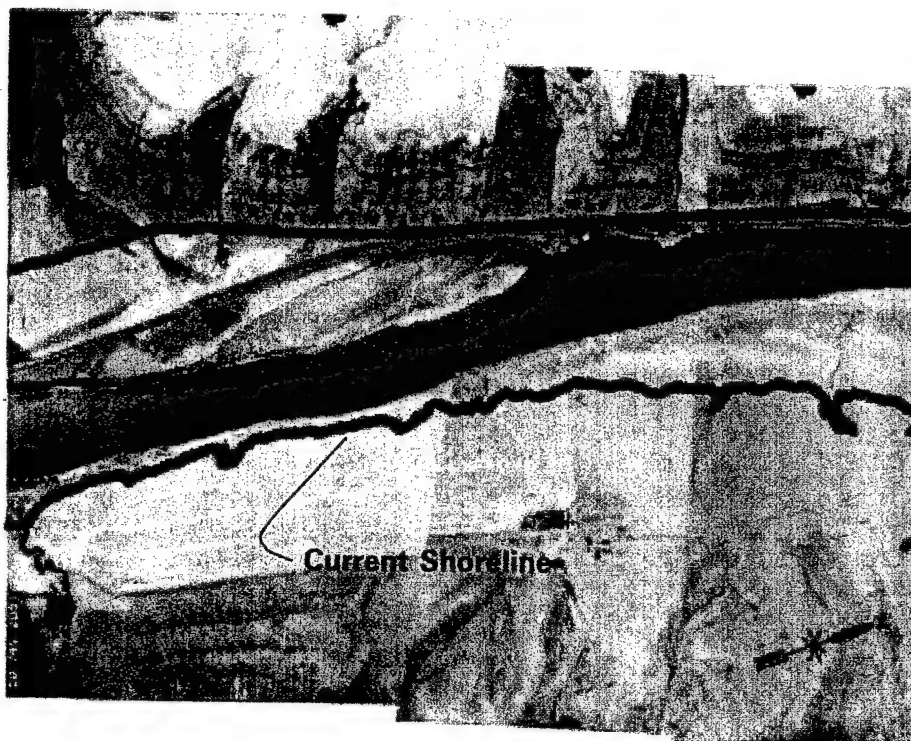
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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 16.
**NEW YORK
BAR AREA**



1958 aerial photography of Willow



Photo 1. Right Bank, Willow Bar area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

(1)



ography of Willow Bar area.



1992 aerial photo

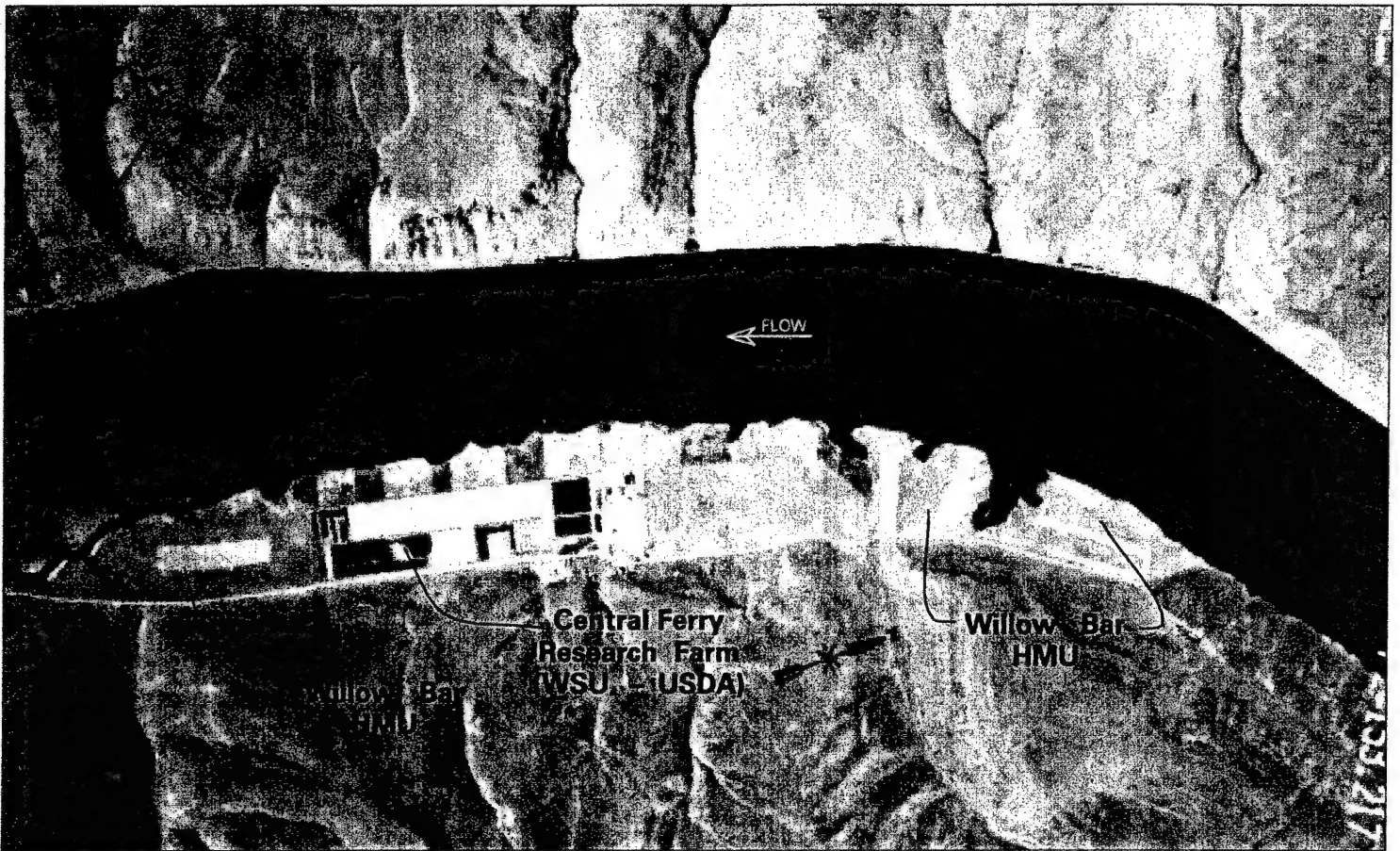


ique.

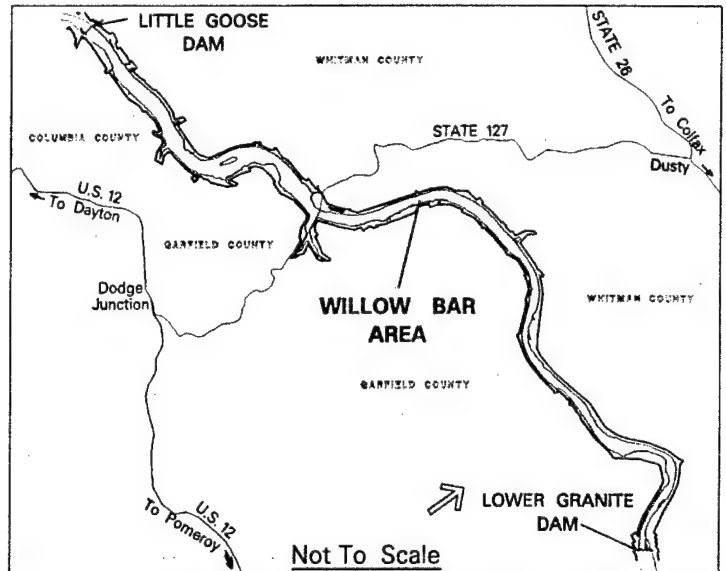
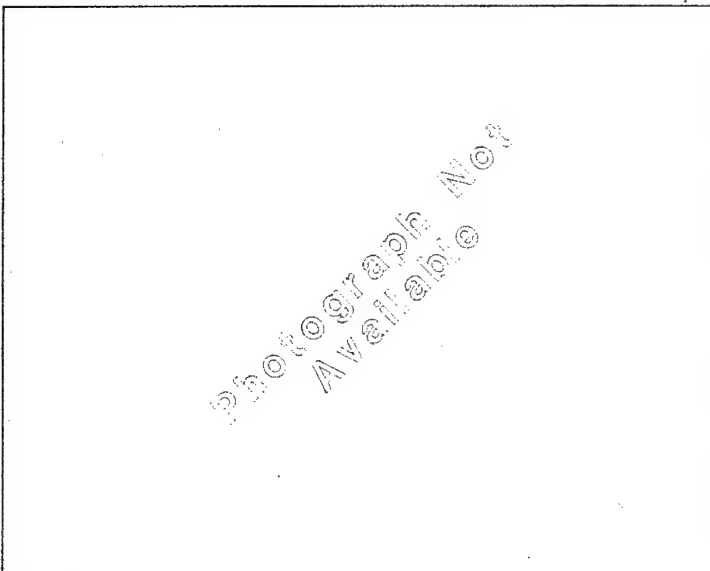
on and direction

Photograph Not
Available

Photograph Not
Available



1992 aerial photograph of Willow Bar area.



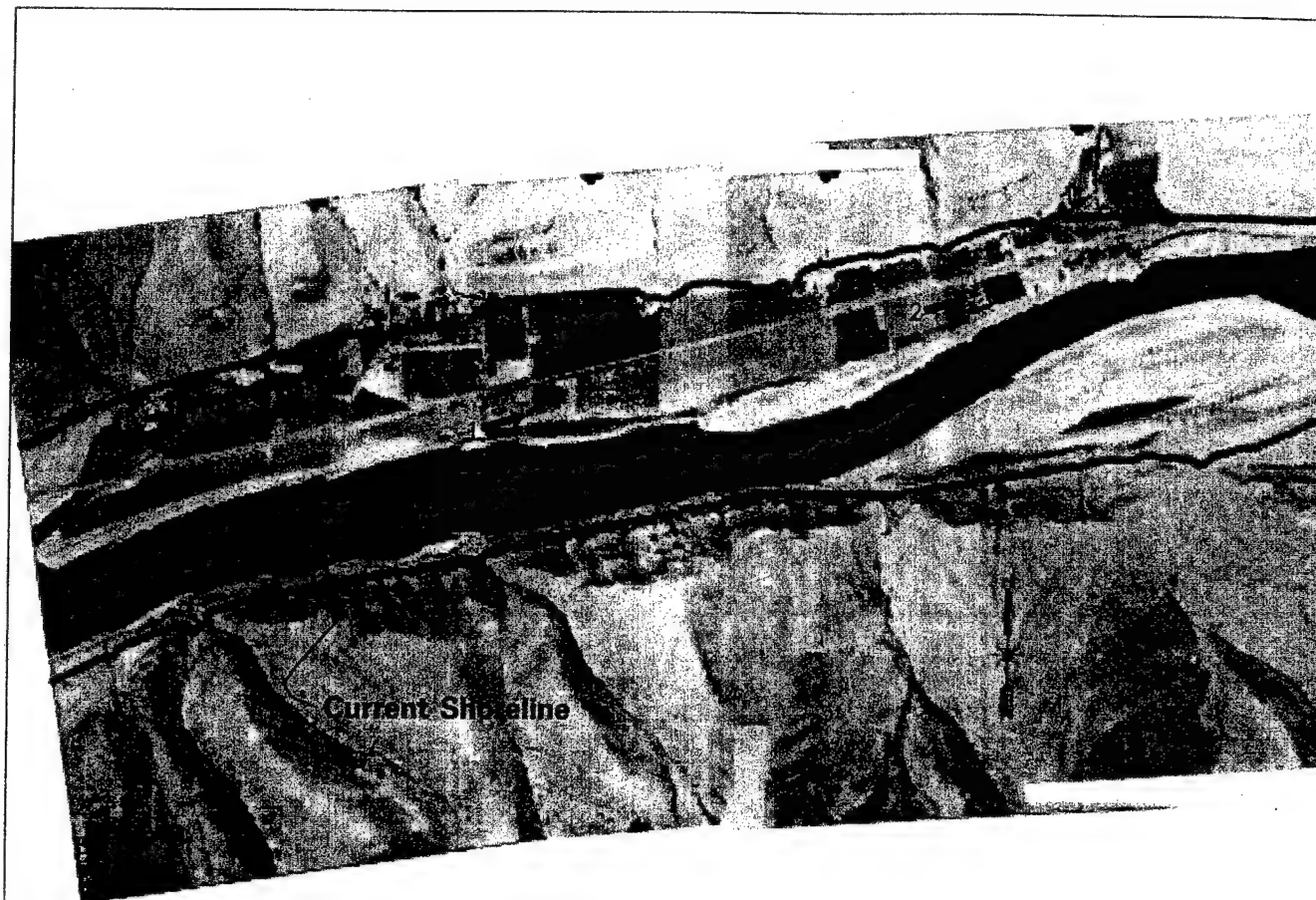
g:\lowersnake\lsr\plates\jsmets\predamap\pdx\willowb.dgn:GIS FILE 03-JAN-2001 08:54: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 17.
**WILLOW
BAR AREA**



1958 aerial photograph of Penawawa area.



Photo 1. Right Bank, Penawawa area, 1958 oblique.



Photo 2. Right Bank, Penawawa area, 1958 oblique.

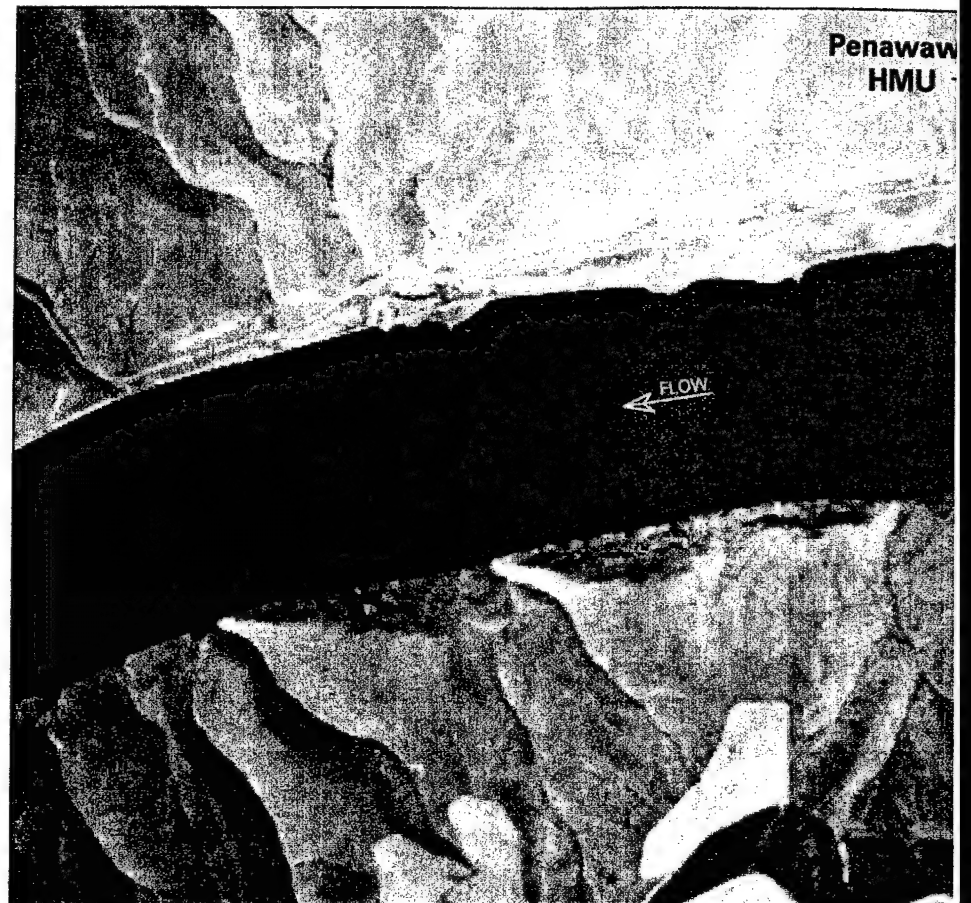
NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

1



Penawawa area.



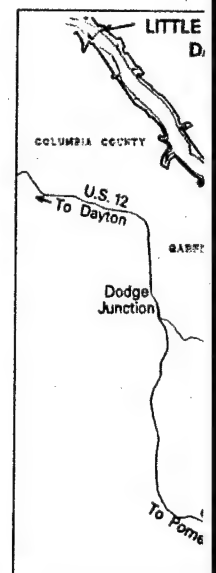
1992 aerial photograph of Penawawa area.



Right Bank, Penawawa area, 1958 oblique.



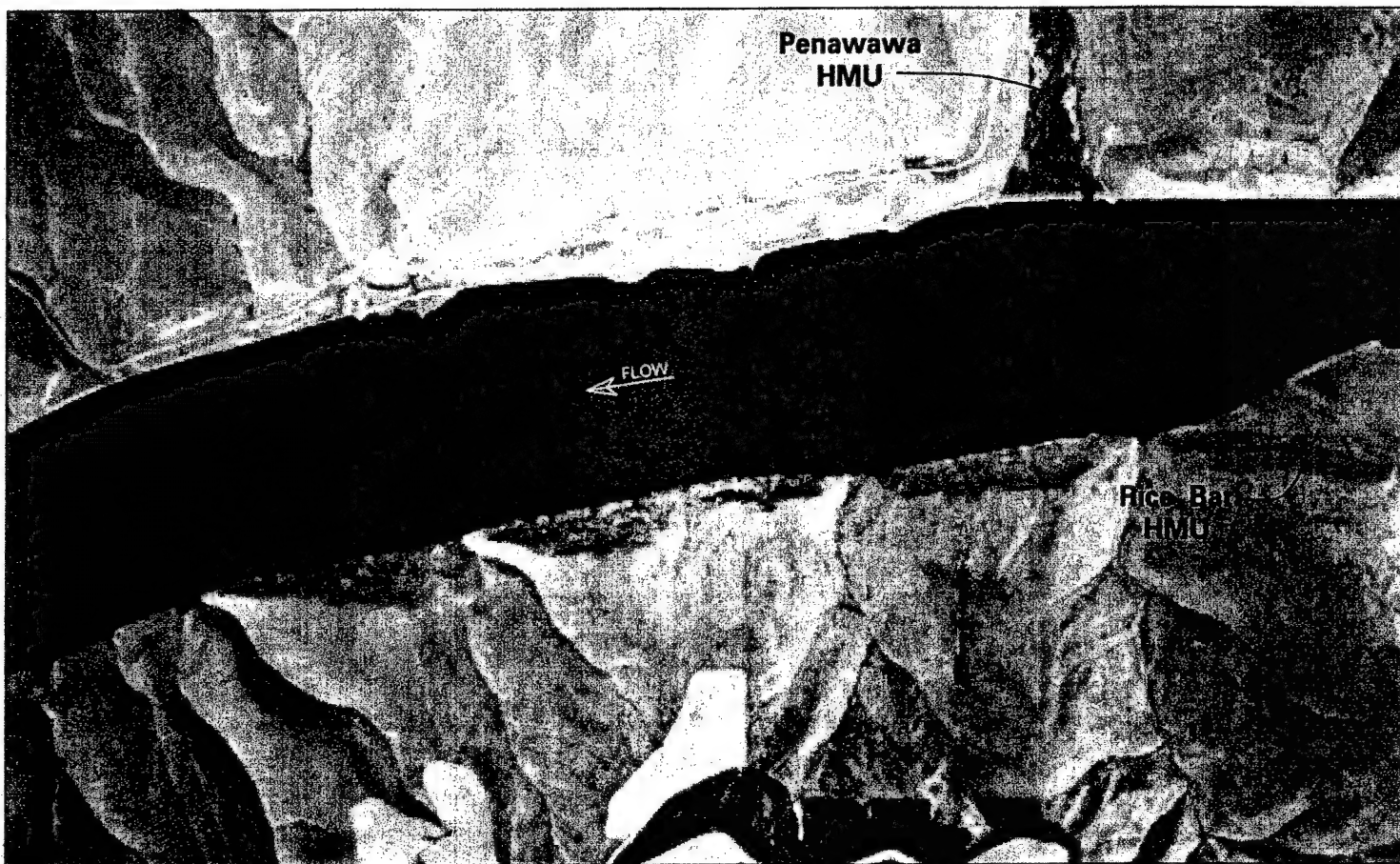
Photo 3. Right Bank, Penawawa area, 1958 oblique.



g:\lowersn

(2)

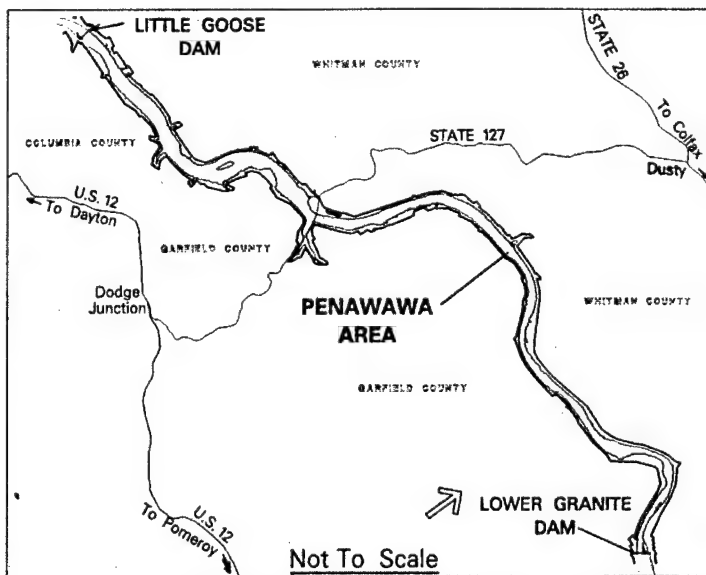
JL



1992 aerial photograph of Penawawa area.



Photo 3. Right Bank, Penawawa area, 1958 oblique.



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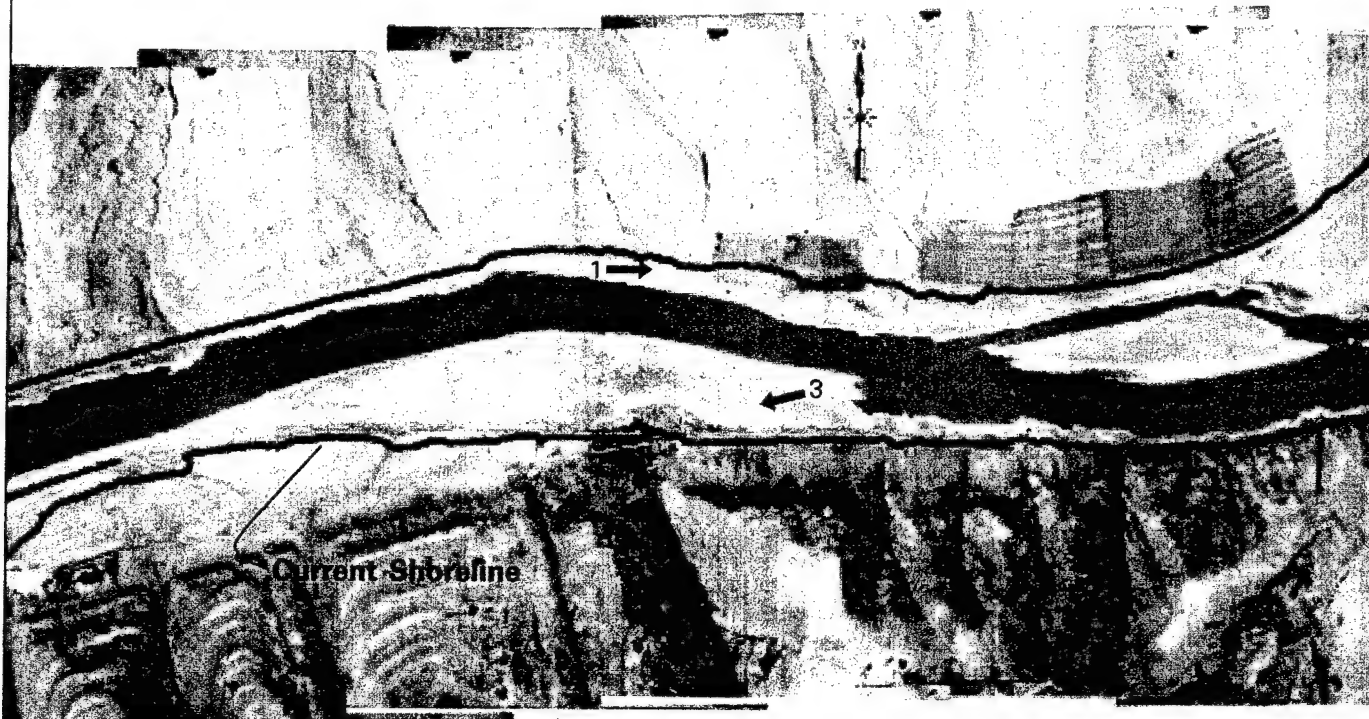


LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 18.

**PENAWAWA
AREA**

3



1958 aerial photograph of Shultz Bar area.



Photo 1. Right Bank, Shultz Bar area, 1958 oblique.



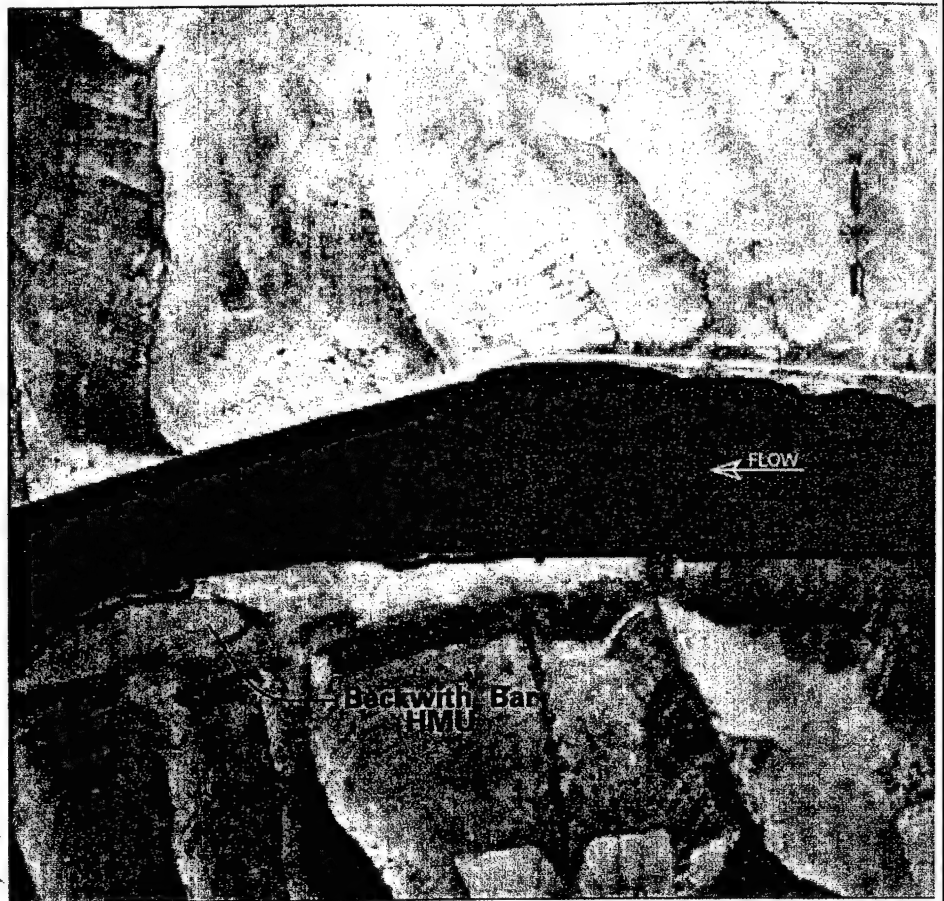
Photo 2. Left Bank, Shultz Bar area, 1958 oblique

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



Shultz Bar area.



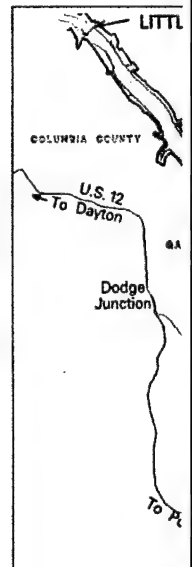
1992 aerial photograph of Sh



2. Left Bank, Shultz Bar area, 1958 oblique.

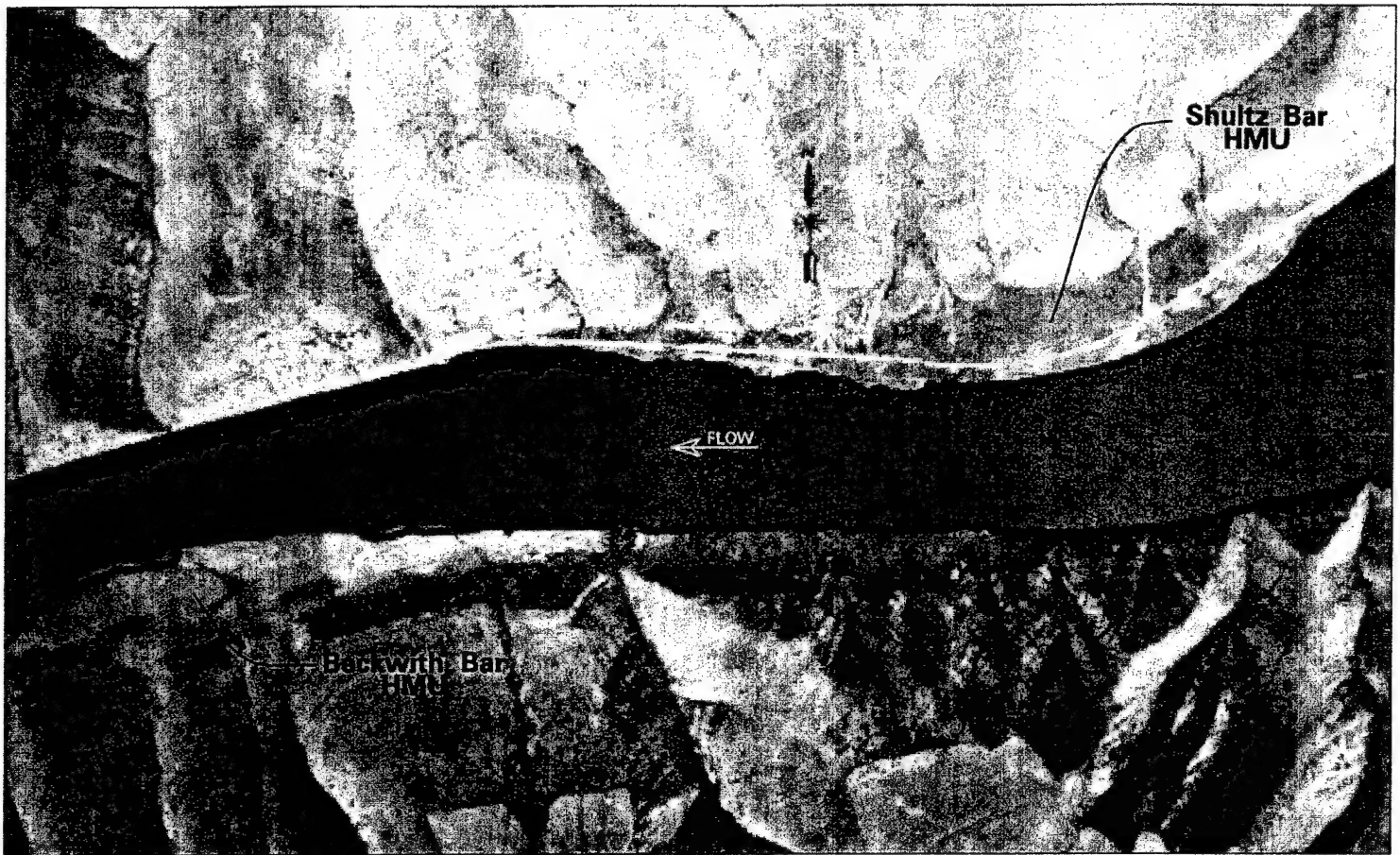


Photo 3. Left Bank, Shultz Bar area, 1958 oblique.



9-11

2



1992 aerial photograph of Shultz Bar area.

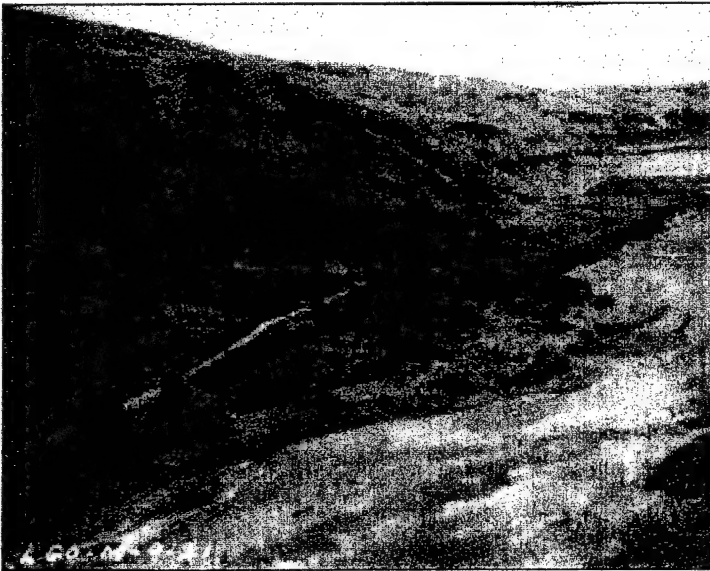
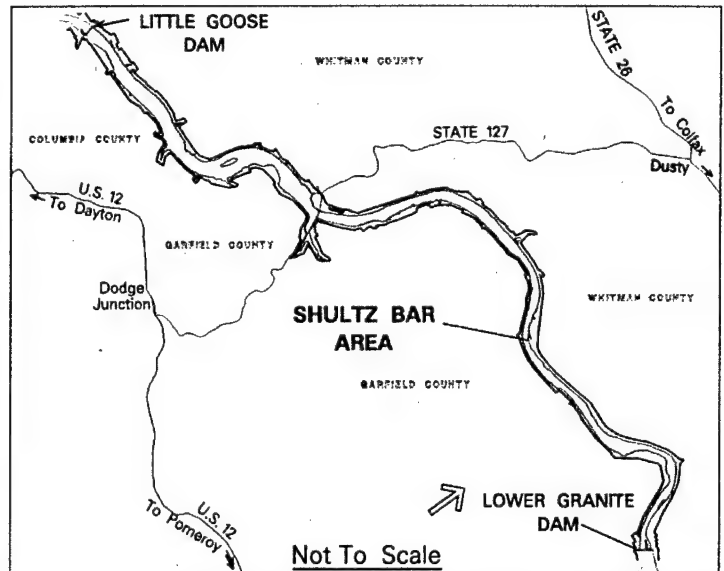


Photo 3. Left Bank, Shultz Bar area, 1958 oblique.



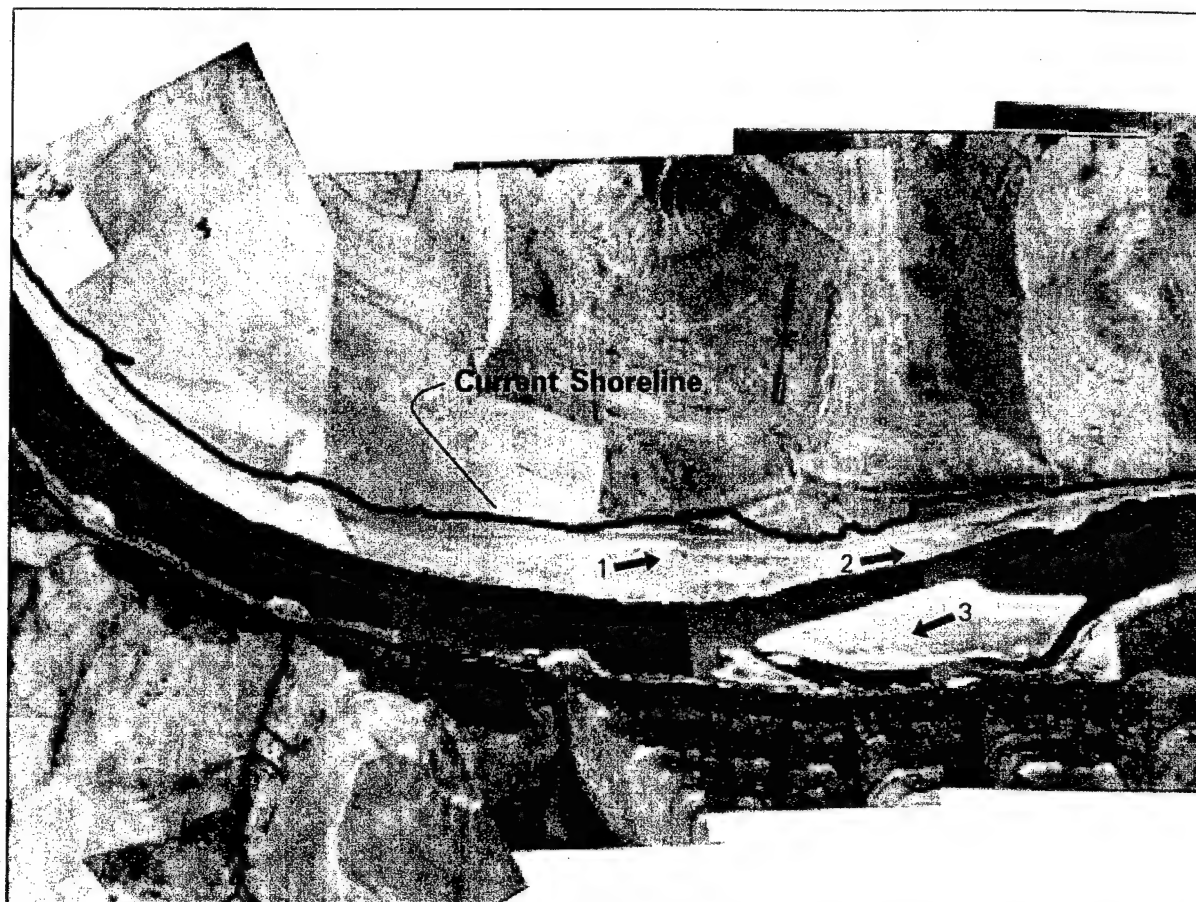
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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 19.
**SHULTZ
BAR AREA**



1958 aerial photograph of Atwood area.



Photo 1. Right Bank, Atwood area, 1958 oblique.



Photo 2. Right Bank, Atwood area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

①



Atwood area.



1992 aerial photograph of Atwood area.



2. Right Bank, Atwood area, 1958 oblique.

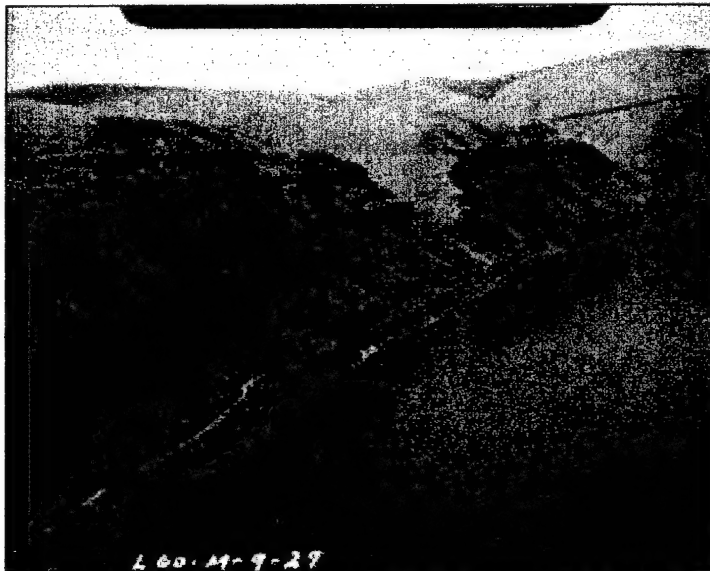
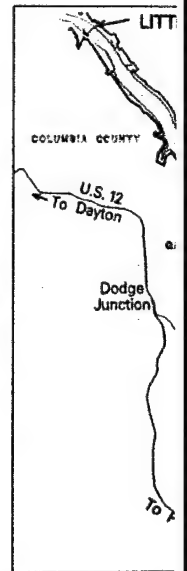
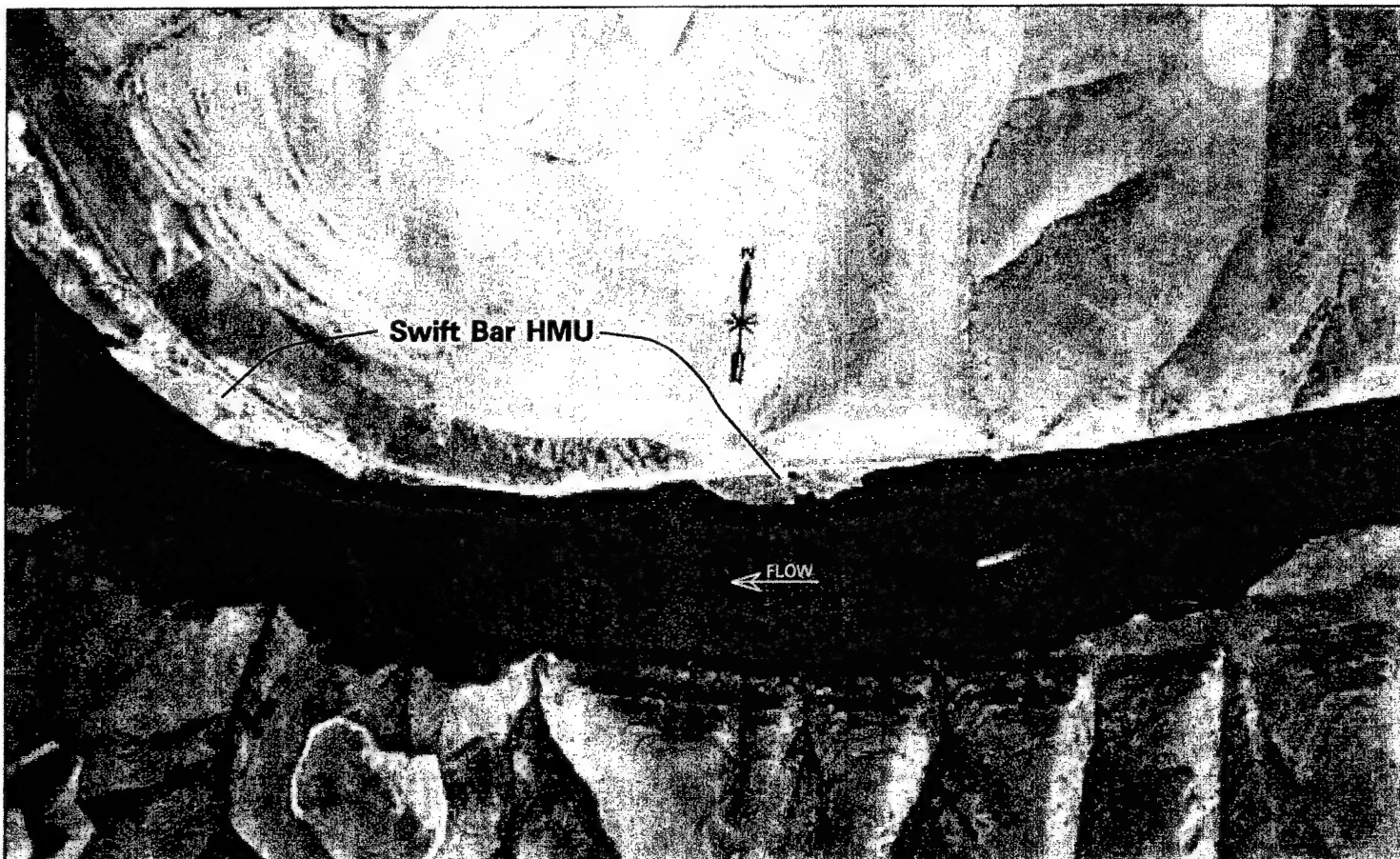


Photo 3. Left Bank, Atwood area, 1958 oblique.





1992 aerial photograph of Atwood area.

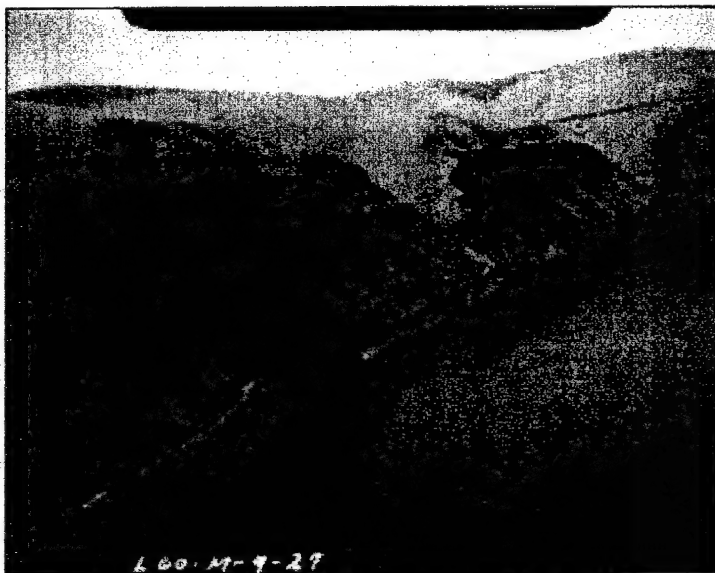
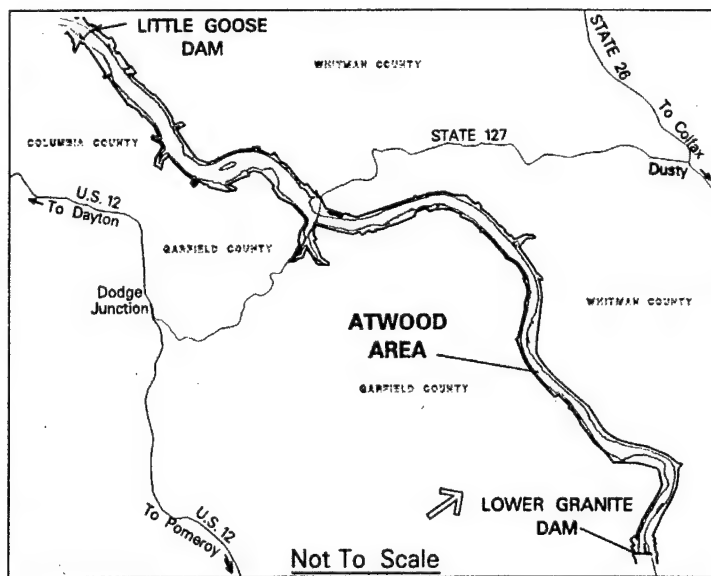


Photo 3. Left Bank, Atwood area, 1958 oblique.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 20.
**ATWOOD
AREA**

3



1958 aerial photograph of Almota area.



Photo 1. Right Bank, Almota area, 1958 oblique.

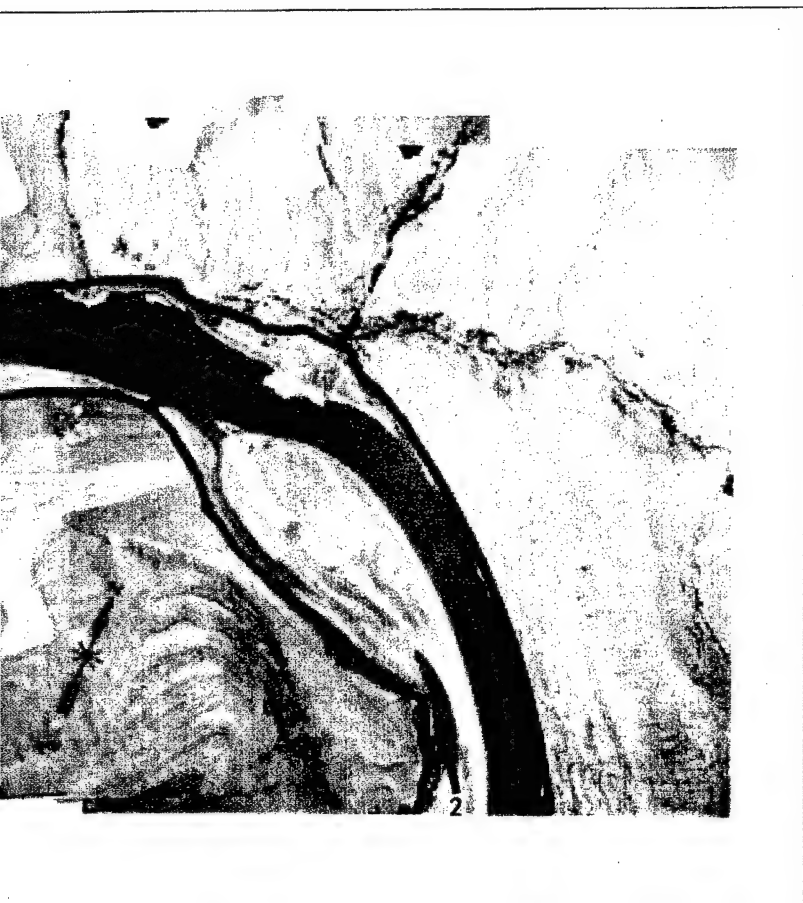


Photo 2. Left Bank, Almota area,

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

1



raphy of Almota area.



1992 aerial photog

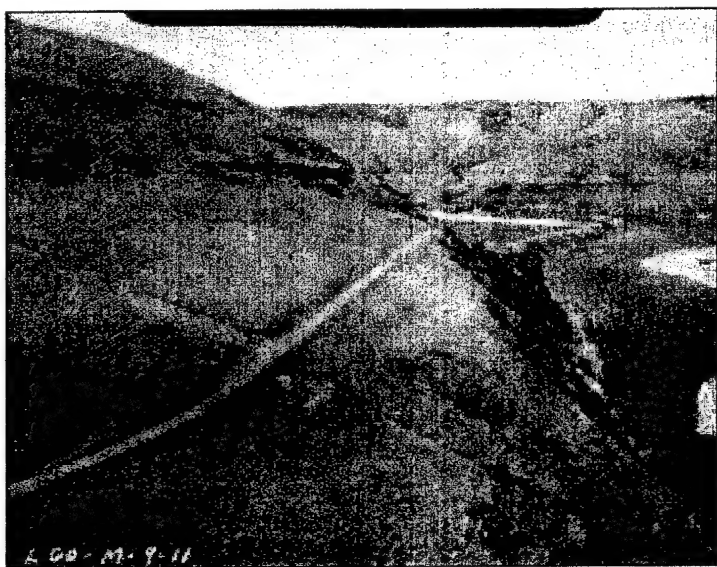


Photo 2. Left Bank, Almota area, 1958 oblique.



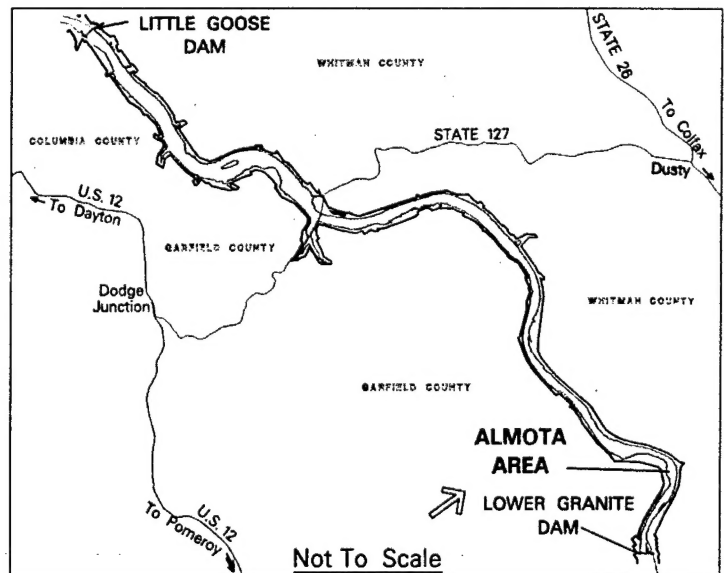
Photo 3. Left Bank, Almota area, 1958 oblique.



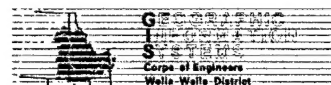
1992 aerial photograph of Almota area.



Photo 3. Left Bank, Almota area, 1958 oblique.



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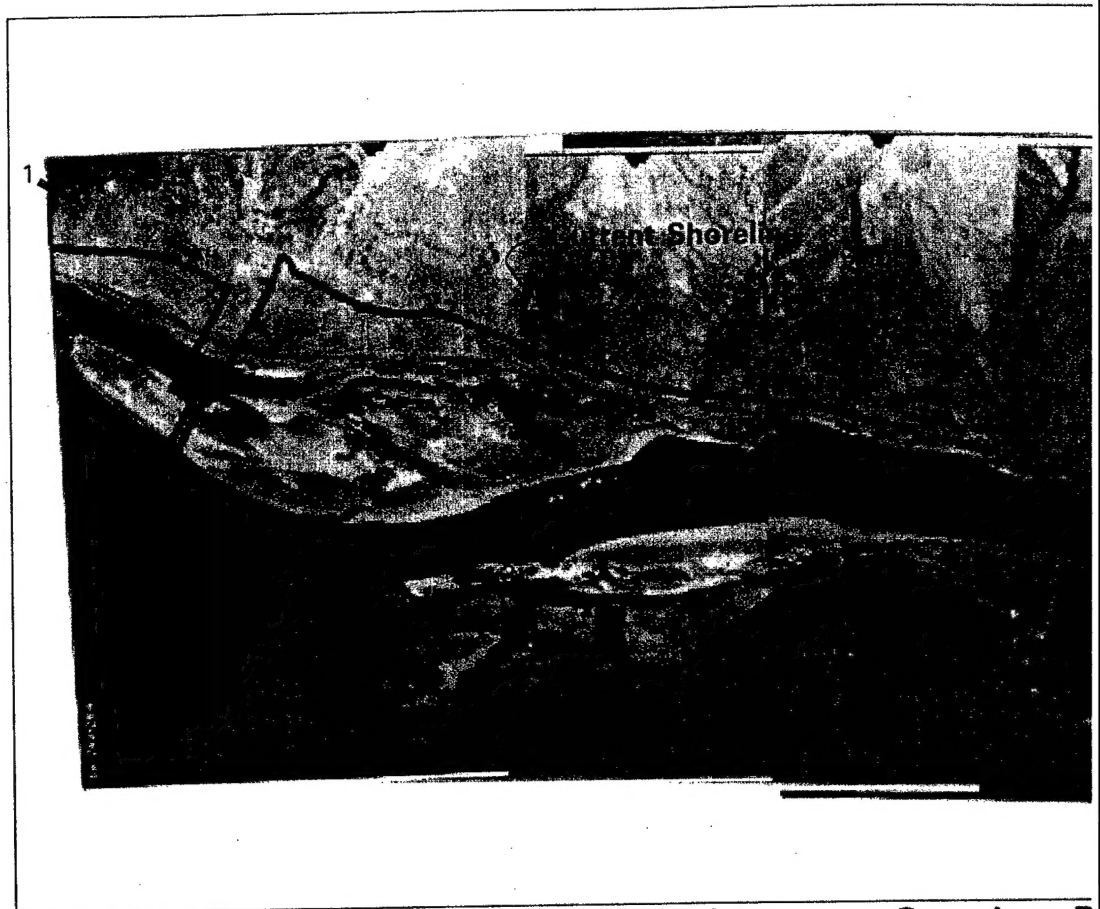


LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 21.

**ALMOTA
AREA**

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1958 aerial photograph of Lower Granite L



Photo 1. Right Bank, Lower Granite Dam area, 1958 oblique.

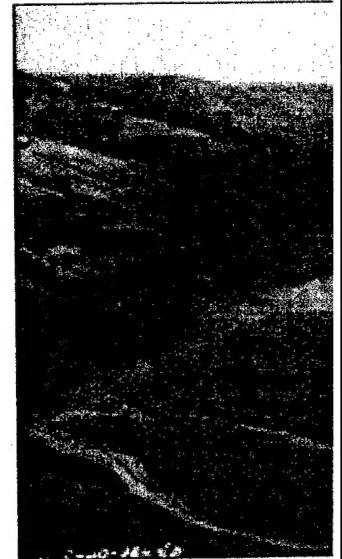


Photo 2. Right Bank, Lower

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

(1)



Lower Granite Dam area.



1992 aerial photography of l

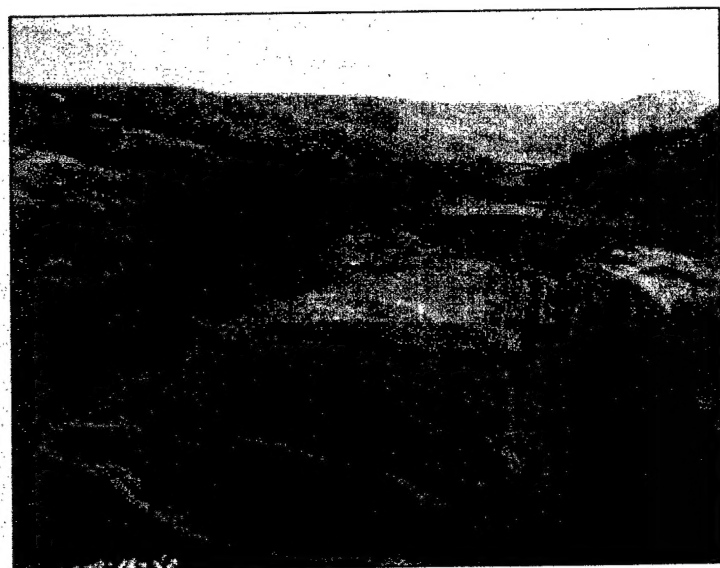


Photo 2. Right Bank, Lower Granite Dam area, 1958 oblique.



Photo 3. Left Bank, Lower Granite Dam area, 1958 oblique.



1992 aerial photograph of Lower Granite Dam area.

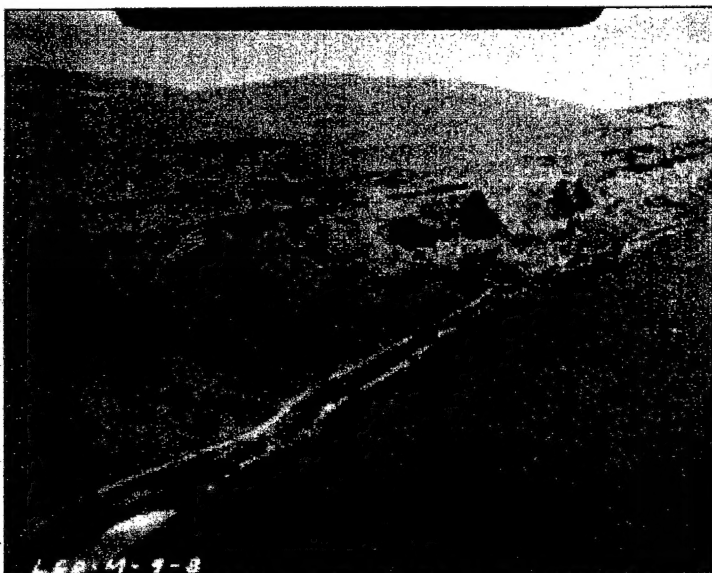
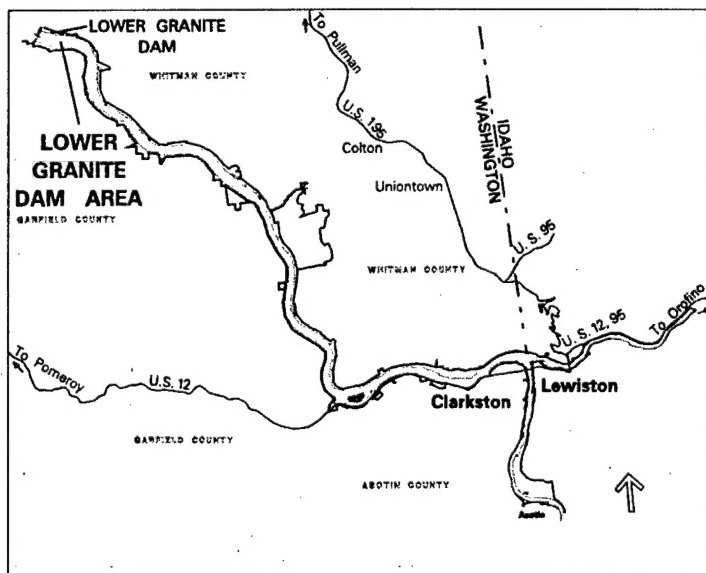


Photo 3. Left Bank, Lower Granite Dam area, 1958 oblique.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 22.

**LOWER GRANITE
DAM AREA**